ALL HANDS

NOVEMBER 1981

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SAR at Whidbey Island

Gen. Lew Allen Jr., Chief of Staff, U.S. Air Force, at the helm of USS New York City *(SSN 696) during a visit to Pearl Harbor, Hawaii, and an afternoon under way aboard the nuclear submarine. Photo by JO2 Gary Hopkins.*

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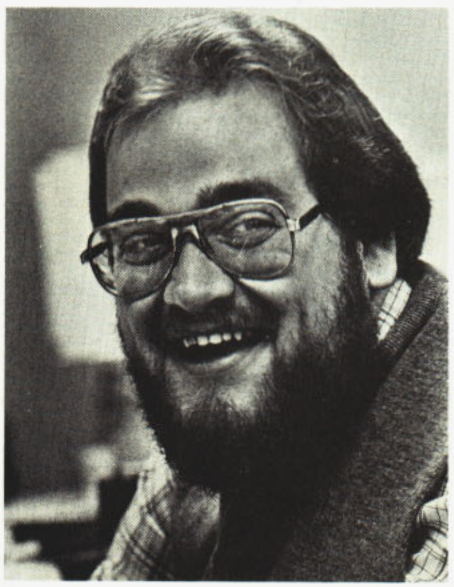

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Front: AE2 Dan Vanbuskirk of an NAS Whidbey Island search and rescue team keeps a sharp watch during a flight over the San Juan Islands in the Pacific Northwest. Photo by JO1 P.M. Callaghan.
Back: One weary Marine, a member of Solid Shield's advance shore party, quenches his thirst with the last bit of water in his canteen. Photo by PH2 Robert K. Hamilton.

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HARP

Going Home Navy

The sharp curve in the road near Kingsport, Tenn., seemed to appear from nowhere, but Airman Apprentice David Mintz downshifted and navigated it with ease. He smiled as he shifted back into high and continued along the country road he hadn't driven in more than three months.

"I wasn't sure I'd remember how to drive," he told his passenger, a staff member from All Hands. "That was probably the biggest adjustment I had to make in boot camp, not being able to get in my car and drive when I wanted to."

But Mintz managed to make that adjustment and many others before he was graduated from recruit training in Orlando, Fla. That was just a few weeks ago, and now he was home to tell others about the transition from civilian to Navyman.

A farmhouse loomed in the distance, and Mintz noticed two small figures silhouetted by the afternoon sun as they walked along the side of the road. Mintz slowed down.

"I bet I know them," he said. "There aren't many people around here I don't know! But then, everyone from this area pretty much knows everyone else."

"Hey, what's goin' on?" he shouted out the window as he brought the car to a halt.

"Not much happening, Dave," one of the walkers answered. "Whatcha' doin' back in these parts? Last I heard you'd joined the Navy."

"Yup, I'm in the Navy all right," Mintz answered, sitting all the more erect in his seat. He straightened the ends of his neckerchief so they fell evenly across his starched white jumper. "I'm home on leave to see if I can get some other people interested in joining. Say, how about you guys?"

"Aw, I don't know about that," replied one. "I never really gave it much thought."

The other nodded in agreement as Mintz began the rapid-fire delivery he would repeat many times during his two weeks as an assistant in the Kingsport Navy Recruiting Station. His genuine desire to tell others about the opportunities the Navy offered earned him extra leave before he was to report to aviation electronics technician training in Memphis, Tenn.

"You should really think about joining the Navy," said Mintz, lowering the volume on the car's stereo. "The Navy's a good deal. You can take advantage of all sorts of educational programs—from nuclear power training to aviation.

"You guys ever see a jet take off from an aircraft carrier?" he asked.

The stares were blank as the two nodded a negative reply.

"Why don't you come down to the Navy recruiting office and take a look at a couple of movies we've got down there? Just looking isn't going to take any time at all, and it sure can't hurt you," he said.

The two shrugged and gave replies of "maybe" before Mintz pulled away.

"Sure hope they come down to the office," said Mintz. "I know where they are right now. They've finished school and don't really want to stay around here, but they don't have anything to take them out of the Kingsport area."

As assistants to the Navy recruiters at the Kingsport Recruiting Station, Mintz and two other area residents on active duty with the Navy worked as a team to help recruit recent graduates of local high schools.

"The Hometown Assistance to Recruiting Program (HARP) is a big plus for Navy recruiting," said Chief Navy Counselor Donald Copes, senior recruiter in Kingsport. "With HARP, local people can tell the Navy story to their friends. Having young enlisted men and women tell about their own personal experiences is one of the most effective communication tools the Navy Recruiting Command has."

Through HARP, Navy enlisted people (and officers with less than six years active service) are allowed to return to their hometown areas with additional leave—up to two weeks—to work with area recruiters. The HARP participants and most of the prospective recruits are in the same age group. As such, they're more attuned to the educational and professional advantages that would appeal to their peers.

"When we get a young man or woman in the office who wants to know about boot camp or what it's like to live aboard ship," said Copes, "it really helps to have someone their own age talk to them. That's where the younger Navy person can really relate. Recruiters are, by and large, senior petty officers who have become accustomed to Navy life."

Seaman Mark Powers, also on HARP duty in Kingsport before reporting to the Naval Academy Preparatory School in Newport, R.I., met with one of his high school classmates. "We started talking about what he was going to do, and I remembered his interest in being a pilot when we were back in high school, so I told him about the different aviation programs the Navy offers. Now he's thinking about coming into the Navy for aviation training."

AA David Mintz (left) puts the finishing touches on an assignment at Naval Technical Training Center, Memphis, Tenn., before reporting to Kingsport for HARP duty. Photo by PHC Pat Dunivin. Below: HARP participants (l-r) SN Mark Powers, ET2 Mike Cornett and AA David Mintz talk to students during a break between classes at Kingsport's Dobyns-Bennett High School.

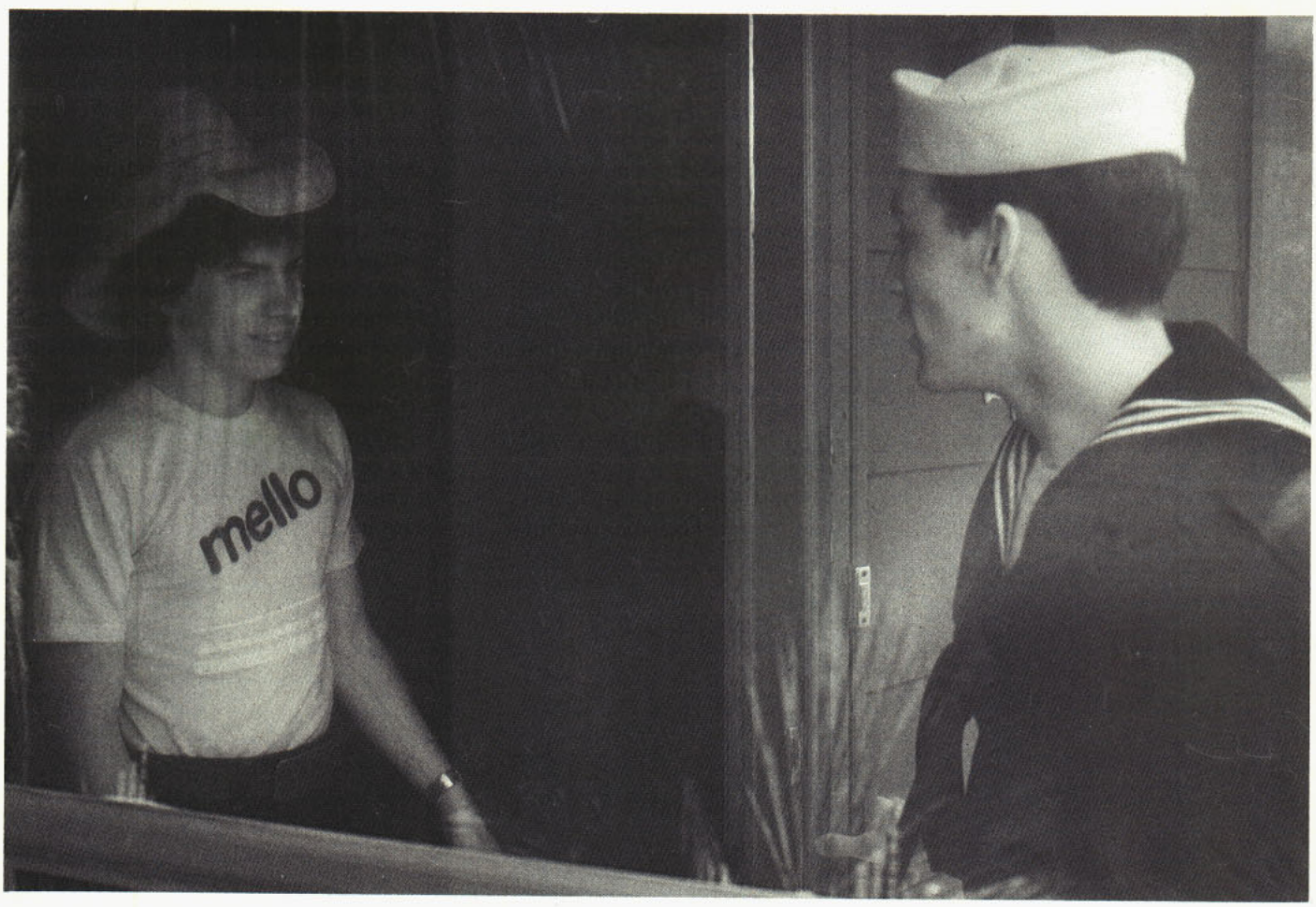
HARP

Electronics Warfare Technician Second Class Mike Cornett, who joined the Navy in 1979 and is assigned to the amphibious transport dock USS *Trenton* (LPD 14), came back to Kingsport not really knowing what to expect of HARP duty.

He knew he would be helping the local recruiter but wasn't sure what that would entail. He found himself talking more about his sea duty experience than about any other aspect of his Navy tour.

"HARP is more than just telling others what the Navy is like," Cornett said. "You're able to look at some aspects of being in the Navy that you may not have appreciated before. Being back and talking to other people

Right: SN Mark Powers reorganizes a locator file of names and addresses of potential enlistees at the Kingsport Navy Recruiting Station. Below: AA Mintz visits a former high school classmate—personal contact with peer groups is the backbone of the HARP program.



made me realize just how much traveling I've done and how much education I've received."

"The opportunity to travel is probably one of the biggest pluses the Navy offers," said Mintz. "The educational opportunities are really great, but when you tell a young person who lives in the local area about the chance to see Europe, Asia or the Middle East, you really get attention."

Kingsport, along with Bristol and Johnson City, make up the tri-cities area. Tennessee Eastman Company, a large paper manufacturing plant, and the Tennessee Valley Authority are the leading employers; the remainder of the people—for the most part—are farmers.

Mintz and his fellow HARP participants felt that the Navy offered some good career alternatives to young people who have yet to find their niche in life. Among the more attractive aspects of a Navy career for tri-cities residents were travel, specialized education and job security in a time when layoffs and cutbacks in the local employment force were harsh realities.

According to Copes, the tri-cities area has had its share of Navy success stories—people who came into the recruiting office just to see what was offered and who eventually went on to one of the Navy's advanced programs or to officer training.

Seaman Mark Powers was one of them.

"Nuclear power training was what initially sold me on the Navy," said Powers. "I went to the recruiting office to see what kind of training the Navy had to offer, and I was impressed. I checked out the other services, and they couldn't compare with what the Navy had to offer."

(Powers applied for the Naval Academy while he was in recruit training at Orlando; he has since reported to the Naval Academy Preparatory School at Newport, R.I.)

"I guess I've done pretty well so far, considering I wasn't sure I was even interested in the Navy," said Powers.

Copes, the kind of chief petty officer who wears his uniform "because it shows I'm proud to be a member of the Navy," believes there's no limit to the potential the Navy holds for an ambitious young man or woman entering the sea service today.

Copes believes the honest enthusiasm of the youthful recruiters in HARP is one of the best tools in the recruiter's inventory and admits that same enthusiasm is frequently contagious.

As HARP participant Dave Mintz barged into the recruiting office one afternoon with several friends in tow, it was obvious what Copes meant by "honest enthusiasm."

"Chief," bellowed Mintz, as he waved his friends toward chairs, "these guys want to join the Navy. They aren't sure what field they want to go into, but once they see what the Navy has to offer they won't have any trouble picking out a rate to strike for."

—Story and photos by JO1 Lon Cabot

Whether conducting official Navy business as a HARP participant or taking a stroll during off-duty hours, SN Mark Powers wears his uniform with pride.

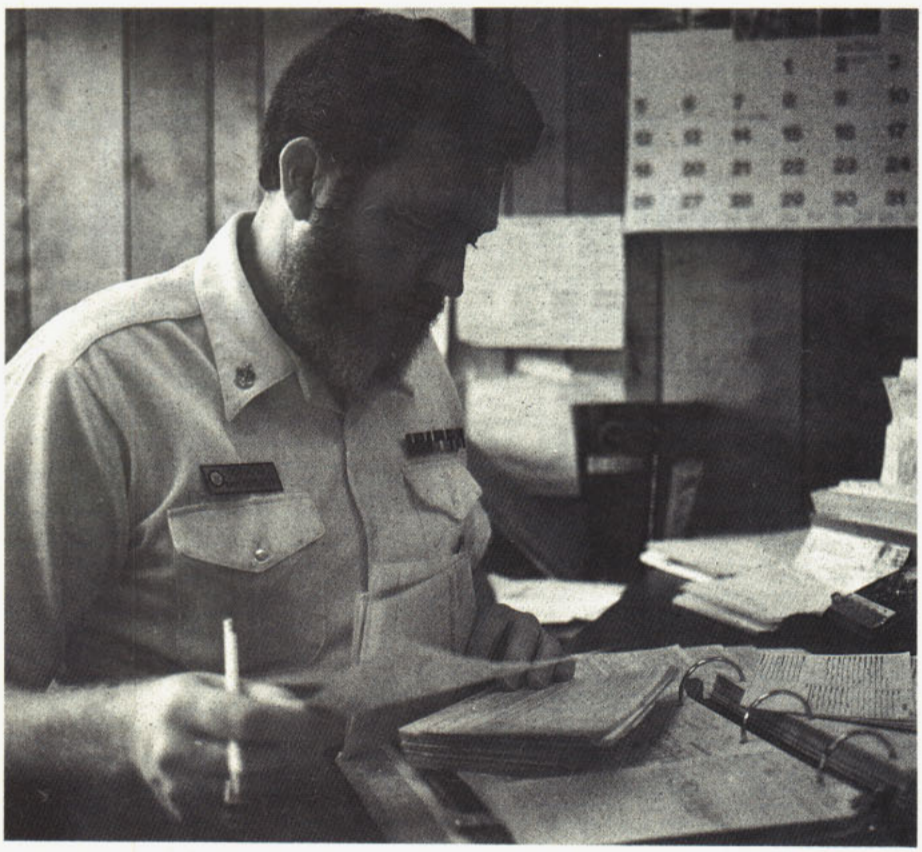
More Than a Full-Time Job

It ranks as one of the most misunderstood jobs in the Navy. Many people call it an easy route to shore duty, but those in the field know Navy recruiting is a job that demands the utmost in pride, professionalism and, above all, dedication.

Duty as a Navy recruiter is the ultimate in role-playing because the best way to do the job successfully is to show people—using yourself as a model—what type of person the Navy is seeking.

Truth may not make a recruiter's job any easier. Sometimes young men and women ask for guarantees you simply can't grant. The example, too, of wearing one's uniform with pride can be frustrating when someone, let's say, decides to shower you with pent-up frustrations.

Effective recruiting is the Navy's primary tool in gaining the most qualified people for its many specialized and non-technical fields. But recruiting is more than meeting desired enlistment goals; the task can be slow and tedious.



"Our job is to give an honest and accurate account of what the Navy has to offer the man or woman who comes through these doors," said Chief Navy Counselor Donald Copes, senior recruiter at the Naval Recruiting Station in Kingsport, Tenn.

Copes and Navy Counselor First Class Mike Graham are the backbone of the recruiting efforts in the 3,626 square miles of rural area stretching from Haysi in southern Virginia to Bull's Gap in southern Tennessee. Under the direction of Navy Recruiting District, Nashville, Copes and Graham service the area's QMA—a recruiting acronym for Qualified Military Available, which identifies the 17-21 year-old age group recruiters consider potential enlistees.

They canvass the QMA in a number of ways. Local high schools supply lists of recent graduates. Personal referrals and the Navy's various national recruiting advertising programs also help.

The National Lead Tracking System or NALTS, a computerized follow-up system, uses recruiter supplied feedback to measure and improve the quality of nationally provided leads. The same system is used to evaluate how well recruiters follow up the leads they receive.

Another aid to recruiters is the Navy Opportunity Information Center, a

Left: NCC Don Copes processes part of the paperwork that makes up the administrative duties of the Navy recruiter. Right: The scenery is great, but the mileage covered is high in rural recruiting areas such as Tennessee's tri-cities area.

computerized lead answering system based in Clifton, N.J. There, reply coupons from Navy recruiting advertising in national magazines and direct mail campaigns are sorted and forwarded to recruiters in various locations around the country.

The Local Effective Accessions Delivery System is yet another recruiting assistance program—a local advertising system set up at district headquarters to screen responses to Navy advertising in local newspapers and magazines.

But even with this electronic aid and mass advertisement, many recruiters—particularly those assigned to rural areas—rely heavily on person-to-person contact.

"In metro recruiting environments, you could spend an entire tour just taking care of people who walk into your office and want to know about the Navy," said Graham, a veteran of six years in the recruiting field.

"Here we sometimes have to travel hundreds of miles a day just to talk to one potential recruit," he said. "I got a call a few months ago from a guy who lived more than 100 miles from here. I did an initial screening over the phone, set up an appointment and drove out to see him."

It wasn't until Graham had completed the initial paperwork and driven the distance to see his candidate that he found out the person was under psychiatric care. Graham had to drop him as a possible recruit. Aside from obvious disqualifications, the fact is that in recent years Navy recruiting has taken a tough stand on obtaining quality and not quantity in new enlistments.

Guidelines governing acceptable standards of emotional and academic backgrounds, the mountains of paperwork involved in completing an enlistment and canvassing a sometimes unyielding public can make recruiting duty much more than a cushy shore assignment.

"You get out here in the mountains of Tennessee and try to sell the Navy to the youngest member of one of these families and you get resistance from the parents, not the kids," said Graham. "You not only have to sell the candidate on the benefits of the Navy, you also have to convince the parents that the Navy would really be good for their son or daughter."

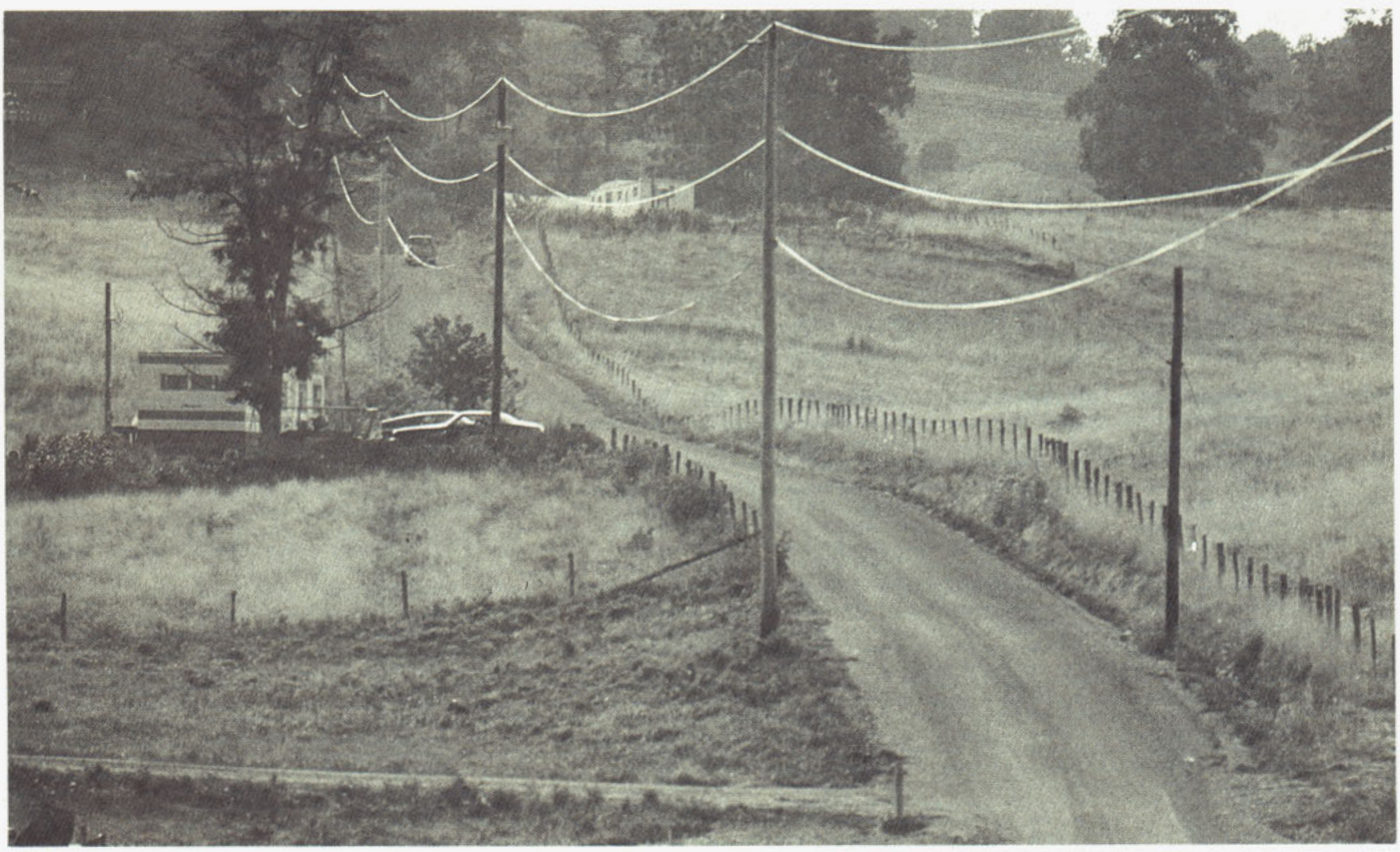
"Sure, we're on shore duty," said Copes. "But anyone who thinks recruiting duty isn't a full-time job has either never done it or never given his all to the job."

While Copes and Graham agree that their jobs are rewarding and challenging, they feel recruiting would be easier if people in and out of the Navy had a higher opinion of recruiters.

"Recruiting in the Navy and other services took on a bad image in the '70s. That was because a small percentage of recruiters took shortcuts or made promises they couldn't keep," said Copes.

Today, recruiting is a quality control point for the Navy. According to Copes and Graham, recruiters should tell people exactly what the Navy has to offer.

—By JO1 Lon Cabot



Bell Buoy 81

Protecting the Trade Routes

In earlier times, merchant sailing ships crowded America's harbors, their cargo holds bulging with bundles and barrels of exotic goods: Brazilian cocoa beans, Jamaican rum, Indian calico and Mandarin tea from China.

English, Dutch and Portuguese traders unloaded these fat cargoes in ports like Boston, Charleston and Philadelphia. American merchant traders, whose ships were bound for such ports as Bristol, Canton and Hamburg, loaded their merchantmen with timber, cotton and tobacco. For all trading nations, the seas were highways to world markets. But those same highways were also traveled by pirates and privateers who raided and plundered the trading vessels on the high seas.

Today, hundreds of dry-cargo ships, tramps and mammoth tankers travel the same familiar trade routes, linking nations together through commerce. The threat they face is of a different kind.

Even before a hot war, in a period of rising tension, merchant ships could fall prey to sabotage, mines and torpedoes. Merchant skippers might need the protection of convoys, or they would have to seek alternate routes or find refuge in safe seaports and harbors. But who would provide the controlling information?

In time of war or national emergency, owners and masters of merchant lines would turn for help to the U.S. Naval Reserve and other allied navy representatives specially trained in Naval Control of Shipping. In wartime, Pacific Fleet reservists would have the formidable task of routing all allied commercial shipping over 49 percent of the world's surface—the Pacific and Indian oceans. In ones and twos or groups exceeding three dozen, they would perform NCS duties in ports from California to East Africa, waters where as many as 2,000 merchant ships move daily.

For two weeks this past May, 398 reservists from Alaska, California, Colorado, Hawaii, Illinois, Louisiana, Ohio, Oregon, Texas, Utah and Washington took up posts at 46 ports throughout the Pacific and Indian oceans. Another five ports were visited or used temporarily. All these reservists, a quarter of them women, were part of Exercise Bell Buoy 81, the Pacific Fleet's annual NCS training maneuver.

At the outset, Captain Robert Burgess, head of the U.S. Naval Reserve team, said, "Events of the past couple of years have heightened interest at all levels in the Naval Control of Shipping organization and its ability to get vital cargoes to their destination."

Several tragic and dramatic events of international importance occurred while the exercise was going on. Burgess saw those events as an opportunity to stress the importance of NCS. So, during the "hot washup" session at the close of Bell Buoy 81, he said, "In the two weeks we've been here, we've learned of increasing tension in the Middle East. A pope has been shot and wounded. We've watched our wounded president make his first public appearance after an assassination attempt on his life."

His message was clear. Events in the world, already unpredictable and chaotic, might erupt one day and require invoking NCS. The nation's NCS experts, 98 percent of them naval reservists, then would be mobilized to protect the freedom of the seas even before a hot war began to bolster freedom of the seas. The NCS detachments would be among the first reservists called up.

As in past years, this year's exercise involved several U.S. Pacific allies: Australia, New Zealand, Canada and the United Kingdom. For the first time, Japan sent observers. "As usual," Burgess said, "our allied navy-to-navy relationships were superb."

One hundred U.S. reservists established the Operational Control Authority on historic Ford Island in Pearl Harbor, Hawaii, home of the U.S. Third Fleet. Commander Third Fleet, Vice Admiral Edward C. Waller,

conducted the multinational exercise. The responsibility for such NCS exercises was assigned to ComThirdFlt by Commander in Chief Pacific Fleet in 1974 when the first Pacific-wide NCS exercise was held.

Like all major training maneuvers, Exercise Bell Buoy 81 took months of preparation, much of it outside reserve drill time. Had the real need occurred, the reservists would have been mobilized and on station within 96 hours. Until then, a hard pressed crew of active duty personnel would have implemented NCS ranging in degree from advisory to full control in whatever parts of the PAC/IO necessary for U.S., allied and friendly merchantmen.

If shipping were threatened, an unclassified general emergency radio message would direct merchant ships to the nearest friendly port. During Bell Buoy 81, no such orders were given, but shipping companies and merchant masters were notified that an NCS exercise was in progress. Without altering actual voyages, they participated in message training and NCS shipboard briefings.

As Bell Buoy 81 unfolded, Burgess took up his post inside the OCA. As N8, the Third Fleet assistant chief of staff for NCS, Burgess is the only reservist who holds an ACOS billet with a numbered fleet. During 29 years as a reservist, he has been on active duty twice and spent two decades with Naval Reserve Force destroyers and escorts. He is in public relations after 24 years as a reporter and editor.

Burgess pointed to a tiny speck on the map—a potential hot spot—as he explained the phases of increasing tension that would lead to full NCS.

"Phase one begins with incidents or rising tension. It might begin here in the Middle East or over here," he said, moving his pointer across several countries and 6,000 miles of ocean. "If it happens, active duty NCS officers in the affected area would alert all allied shipping. Then, as tension increased, phase two could bring out the reserve people."

Trained, experienced NCS reservists who participated in Bell Buoy 81 included people like Chief Signalman Robert Maxwell of Portland, Ore.; Commander Charles Dyer, a San Mateo, Calif., attorney; Data Processing Technician First Class Don Buck, a computer systems analyst from Spokane, Wash.; and Yeoman First Class Wilda Vaughn, a real estate appraiser from Novato, Calif.

During the callup phase, these same people—and hundreds like them—would arrive on scene.

"Phase three, when activity and hostility reach the point of imminent war, is when full NCS is activated," he said. "In that phase, we're on a war-

Cmdr. Kikuo Harada (left), OCA watch commander, reads an incident response from NCSO Pearl Harbor. In the Ford Island Command Center with Harado are DiStaff XO Capt. Karl Droese and OCA staff member Lt. Cmdr. George Oki. Photo by PH3 Dan Stanley.

Bell Buoy 81

time footing and all merchant shipping comes under our control."

Burgess said that in wartime the United States and allied national shipping authorities determine the use and management of merchant cargoes. NCS is concerned only with the control and protection of the ships carrying those cargoes.

According to Burgess, a great deal of imagination made Bell Buoy 81 realistic. For the first time:

—Emphasis was placed on boarding real ships rather than using mainly constructive or "paper" ships. "This exercised ports to a maximum," Burgess said, "and taught us some smart lessons with real-time responses."

—Active duty aerographers from Naval West Ocean Center, Pearl Harbor, stood watch with the around-the-clock OCA teams, and for the first time formal environmental routing was used.

—The maximum number of ports were staffed, requiring considerable coordination by the Chief of Naval Reserve. Actual exercise time spanned 12 days, two days longer than in past exercises.

—CincPacFlt acted as major area commander for the whole exercise, a significant echelon involvement above past exercises.

In reality, events leading up to full NCS might span many months. For purposes of Bell Buoy 81, however, the crises were compressed into two weeks. Burgess said incidents created for the exercise did not escalate to war nor were they intended to.

Mock environmental and enemy threats evolved from the imaginations of 22 experienced NCS reservists. They were the directing staff, the people responsible for all the "dirty tricks" that simulated harassment or hostile action by terrorists, saboteurs, enemy forces and even nature; simulated search-and-rescue missions; and "blocked" chokepoints such as the Straits of Malacca.

Reservist Captain John McCarthy, a former merchant mariner and now a high school history teacher and counselor, headed the DiStaff. With three decades of USNR experience, many of those years with NCS, he is considered perhaps the top U.S. expert in Naval Control of Shipping.

McCarthy and his DiStaff posed these questions: How could ocean traffic be continued in war and in events leading to war? How could we move essential war materials from one friendly nation to another?

The answers largely had been reached at the DiStaff's home headquarters in San Francisco during drill time and much non-drill time. Members developed realistic incidents to be solved by the Third Fleet OCA, the port level NCS people and participating allies. It was a monumental job dovetailing incidents to fit the culture, geography and topography of each of the Pac/IO ports manned.

From their Ford Island command post, McCarthy and his DiStaff created diversions throughout both oceans. In one WestPac port, for example, where U.S. reservists had set up their NCS office (called an NCSO), the harbor entrance was simulated as blocked. In another port the scenario was that a bomb had been planted on one of five ships in harbor. Other ports were "closed" by enemy mines, or a British merchantman was delayed because of inclement weather, or simulated riots protested the presence of warships.

Inside their separate command centers, Burgess and McCarthy monitored responses from U.S. NCSOs. Similarly, New Zealand, Australian and Canadian DiStaffs simulated crises for their own areas.

Like the other ports, NCSO Pearl Harbor, with responsibility for handling events in and around Hawaiian waters, had its share of simulated catastrophes. One of those began with a message inside a plain brown envelope: "You have just received a distress call from the merchant ship . . . , located 25 miles outside the entrance to Pearl Harbor. The master reports his ship is listing heavily to starboard following an explosion below decks. He suspects a mine or torpedo caused the explosion."

Reservist Lieutenant Commander Jerry Wollard, one of the watch operations officers at NCSO Pearl Harbor, called the incident "typical of the kind of information NCSOs might have to act on in an actual time of crisis, but it's only one kind."

From an NCSO's point of view, problems usually fall into one of two categories, Wollard said.

In the first category, there are several things NCSO authorities anticipate *will* happen: enemy ships sighted in area waters; or destruction and sabotage such as contamination or destruction of port fuel sites by local enemy agents. These acts could be attempted in or around any seaport to cause disruption of merchant shipping or damage to harbor facilities, Wollard noted.

Typical of the ships that would come under Naval Control of Shipping is SS Transcolumbia, *a C-4 heavy lift cargo vessel under time-charter to the Military Sealift Command. Photo courtesy of MSC.*

Under the second category, unanticipated problems, he listed accidental fires in the harbor, storms and floods.

A professional accountant, reservist Wollard has been involved in NCS since 1974, four times as a participant at NCSO Pearl Harbor. He said there is always legwork involved at the port level. Personal contact is made with owners and agents of each merchant line. There is contact with harbor pilots, longshoremen's unions, fisheries, local civil authorities and units of the Military Sealift Command and U.S. Coast Guard.

In every port, NCS officials board allied ships and meet with captains of the merchantmen they would help protect should NCS be enacted. Wollard and the nine other members of the Pearl Harbor team concentrated their efforts at the commercial anchorage in Honolulu Harbor.

"When NCS is actually under way, we would provide sailing instructions to merchant masters, mapping out the ship's voyage point by point," Wollard said.

Commanding officer of NCSO Pearl Harbor, reservist Commander Todd Morrison, said most of the owners, agents and masters they contacted were aware of the NCS mission. "They understand it. They know it exists to help them in times of crises. They've all welcomed us with open arms."

It was Morrison's idea that sent reservist Lieutenant Commander Eric Daus to other islands in the Hawaiian chain to explore the feasibility of establishing NCSO outposts at tiny but strategic mid-Pacific harbors. Catching hops aboard Navy P-3 aircraft and Military Airlift Command transports, Daus flew to port sites as far north as Midway Island.

Meanwhile, from San Diego to Port Louis, U.S. reservists were boarding hundreds of merchant ships. To achieve realism, they tracked scheduled arrivals and departures of merchant vessels.

At the same time, CincPacFlt headquarters (also in Pearl Harbor), charted all NCS-related fleet and air intelligence activities by naval units. That information, like all other information pertaining to port operations and merchant shipping, was passed along to the OCA and DiStaff Ford Island and to naval commanders at sea.

As the exercise drew to a close, much of what had happened was evaluated by Naval Reserve leaders and their active duty sponsors. For months to come, the events of Bell Buoy 81 would be reviewed by ComThirdFlt and his staff and by the reservists during their weekend drills.

"Short of a wartime emergency, it is difficult to forecast a scenario requiring activating the entire NCS organization," ComThirdFlt Admiral Waller said. "The organization is in being, however, to allow limited NCS in any area on short notice."

Admiral Waller said future NCS exercises will be aimed at more realism and more involvement of the active duty participants at remote port locations. "Each annual exercise is built upon the lessons learned in previous exercises," he said. "We now feel we are ready to tie major exercises together into a worldwide NCS exercise."

Next year, a full-scale NCS exercise is scheduled to be conducted jointly between Atlantic and Pacific detachments, with participation by European, South American and Pacific allies. "Expanded Sea 82" will be the first simultaneous effort by allied nations to test NCS on a global scale. Bell Buoy 81 was the final rehearsal for that worldwide effort.

—Story by JO2 Steve Bellow

Whidbey's Angels

Saving Lives is their Business

You're a hiker who's seriously injured while climbing a mountain. Basically, that means you're helpless. You can't move—not with a fractured ankle or a broken leg. Your fellow climber can't carry you down because he'd probably end up getting injured himself—that's no solution.

So your friend hikes off to find help, leaving you behind with some food, water and not much else except the promise to return. Time slows and your isolation is complete. As you wait, the pain in your leg gets worse.

Night comes; it's not very warm at 8,500 feet above sea level. You can't control your shivering, and you imagine that death is out there in the blackness—quietly closing in on you.

Two days later, your friend finally makes it to a telephone and calls the local sheriff. He says it will take another two or three days for a rescue party to reach you. In the meantime, your food and water are running low. In three days, they will be gone.

What happens if the rescuers are held up by the unexpected? What if it takes them a week to reach you? What shape will you be in after six or seven days without water?

Just when you've run out of schemes to get yourself out of the mountains, the cold, silent and beautiful landscape around you is punctured by an alien sound.

Whump-whump-whump-whump-whump.

The sound gets louder, but you can't tell which direction it's coming from until the noise explodes over your head, accompanied by a sudden blast of wind.

You tilt your head back to see an incredible vision: Suspended in the air is a bright orange, double-bladed helicopter, and swinging down on a rope to reach you is an "angel"—complete with flightsuit and helmet.

Heaven could not look better.

Members of the search and rescue (SAR) team at Naval Air Station Whidbey Island (50 miles north of Seattle) have grown accustomed to being called angels by the people they save. The number of people saved has grown steadily in the past 10 years; in 1980 alone, the "Whidbey Angels" flew 161 rescue missions. Each mission means one more risk, one more time they have to put their own lives on the line.

"I think all our enlisted people—especially the aircrews and hospital corpsmen—should get a medal every day for some of the things they do on search and rescue missions," said Lieutenant Commander Bob Graham, one of the SAR pilots. "I'm superproud to work with them. The Navy probably gets better public relations in the civilian community through their efforts than in just about anything else I can think of. Because it's real—it's life-saving."

The dangers of rescue work are also real. A routine question in the psychological profile given to each candidate is, "Don't you know you can be killed doing this?"

In a most tragic way last year, everyone assigned to NAS Whidbey Island was reminded of the answer to that question. On Sept. 11, 1980, a tandem-rotored H-46 *Sea Knight* helicopter was flying a rescue mission in the mountains. As the helo passed over a

AE1 Dennis Rivers concentrates on post-flight inspection of an H-46 Sea Knight *helicopter at NAS Whidbey Island.*


HAND GRIP
STEP
HAND GRIP

Whidbey's Angels

ridge, a tailwind came up and blew it into a cloud bank.

Seconds later, the aircraft slammed into the side of a mountain; five of the seven persons on board were killed.

Sadly, the crash happened only a few months after the search and rescue community at Whidbey Island had topped the 10,000-hour mark of accident-free flying.

"It really hit home," said Aviation Machinist's Mate Second Class Tom Ring. "You work with the guys, go out and party with them off-duty, then all of a sudden they're gone. But at the same time you realize they were doing exactly what they wanted to do, and if they came back tomorrow, they'd probably be right back up there on another mission."

Lieutenant Rick Wall was co-pilot of "Firewood One"—the crashed helicopter. "Since then, there's been a lot of soul searching out here," he said. "Before the crash, everyone knew about the risks. But now we all have a gut response to exactly what those risks entail. It was a sobering experience because the ones who died worked shoulder to shoulder with the rest of us every day. They weren't just names or statistics; we *knew* those people."

Before the Whidbey Angels launch a mission, a threat to life or limb must exist.

Whether a threat to life exists is usually left to the judgment of the county sheriff's office or to medical sources at the scene of the accident. Details of a victim's condition are relayed to the commanding officer at the air station, who must approve a

SAR mission. If that happens, then the pilot in command of the on-duty aircrew makes the final decision to fly. He considers the weather, remaining daylight, location and any other hazards.

Lieutenant Commander Rich Montana is another SAR pilot at NAS Whidbey Island. "We have a crew on five-minute alert during normal work hours and 30-minute alert all other times," he explained. If a call comes in for a non-mountain rescue, we launch immediately and receive a briefing as we're starting up.

"For a mountain rescue mission, the aircraft commander receives a thorough briefing on the situation, while the other pilot gathers the necessary maps together; he also gets a briefing on the weather."

Of course, the notification/approval procedure for rescue missions has been known to give way under certain conditions.

"If we see a plane smack into one of the mountains around here," Montana added, "we're obviously going to call a SAR mission right then and there."

Although search and rescue policy has been well-defined, the challenges remain the same. Those challenges are

Opposite page: Lt. Gary Kollmorgan and Lt. Cmdr. Rich Montana prepare their bird for flight; H-46 Sea Knight *approaches at low altitude. Below: SAR helo is towed out of hangar for launch; hoistline is lowered by aircrewman during hover; ADC Dan Arnes on the ground with hoistline harness; some of the "Whidbey Angels": HM3 John Gallegos, Lt. Gary Kollmorgan, Lt. Cmdr. Bob Graham, ADC Dan Arnes, AD1 Leroy Fulmer and HM3 James Anderson.*

often critical, and an aircrewman's response may mean the difference between living and dying—for himself and others.

Volunteers—the only persons accepted for SAR work—start their training with four weeks of swim school, followed by four weeks of aircrew academy and one week of deep water environmental survival training. Then comes escape and evasion training. During this phase, SAR candidates learn to live off the land and experience what it's like to be a prisoner of war.

"What a rude awakening it was," recalled Ring of his training as a rescue swimmer in San Diego. "You start out the first morning with a two-mile run. Then an hour-and-a-half of calisthenics."

Eventually everyone winds up in the pool, which Ring jokingly referred to as an "ocean simulator." He explained that "the chief in charge told us that when we're doing a rescue at sea, we won't be able to touch the bottom. So we weren't allowed to touch the sides or bottom of the pool—it became an ocean simulator!"

At swim school, SAR candidates learn "drownproofing"—being able to float in the water for long periods without excessive movement. They also learn how to deal with a wet parachute, which one rescue swimmer described as "like having bubblegum all over your face, only about 10 times stickier." Where there's a downed pilot in the ocean, there's usually a parachute. Swimmers learn to disentangle themselves from chutes in the water by finding the center of the chute, then working across to the edge. "It's a slow process," one aircrewman said, "but it's been known to save your neck."

SAR trainees are tested in other ways. "We underwent constant harassment for about a week," Ring said. "The idea is to find out who can't handle the pressure, then get him out of there. You don't want anyone to quit on you halfway through a rescue."

For many, the worst part of training was the mile-and-a-half night swim in open water. Bobbing around in a pitch black ocean can be unnerving all by itself, but on top of that, swimmers have to dive to the bottom and meet the "mud monster" before they get back into the boat.

"The water depth is only about 10 or 15 feet," Ring explained. "But you have to swim down to the bottom and come up with two handfuls of mud to prove you've been down there—otherwise, they won't let you back into the boat. With salt water buoyancy, you have to kick like hell to get to the bot-

Left: Rivers gives pilots the signal to start engines. Opposite page: Inside a Sea Knight *helo with aircrew: Fulmer, Anderson, Gallegos and Arnes. Note internal gas tank in back; it can be jettisoned to lighten helo for high-altitude flying.*

tom. And you can't see anything at all—you just keep on kicking until your hands run into something, and you hope it's the bottom."

The spooky night swim prepares trainees to dive into far worse environments for the sake of saving someone else's life—and keeping their own. Ring remembered the night swim as another rude awakening. "But when you get to thinkin' about it, it's also a rude awakening for pilots who've gotta punch out of their A-6s or F-14s over the ocean in the middle of the night."

Finally, formal search and rescue school ends. Those who get through receive the payoff—the 8215 Naval Enlisted Classification of a rescue swimmer.

But training doesn't end at graduation. It continues wherever the rescue swimmers are assigned. At NAS Whidbey Island, SAR teams are airborne every day on systems flight checks. These last about one or two hours and give aircrews (pilot, co-pilot, crew chief, second aircrewman and hospital corpsman) a chance to check equipment on board the helicopters and to get some in-flight refresher training.

Pilots practice their hovers, touch and gos (landing and immediately taking off again) and other maneuvers that may be used during a rescue. For the corpsmen and aircrewmen, refresher training means practice with the hoistline, hospital litter and the doppler.

An aircrewman uses the doppler—a remote control stick placed aft of the helo's cockpit—to control the aircraft in flight. During a rescue, pilots sometimes can't see a victim's position on the ground or water. So control of the helo is transferred to an aircrewman (usually the crew chief) who has a better view out the side door. This is especially true for night rescues, when the only visual point of reference may be nothing more than a flare or smoke trail.

Refresher training keeps the SAR community in top condition for their work, which a Whidbey Angel described as "hours and hours of boredom interrupted by a half-hour of sheer terror."

One terror that faces the Whidbey Island team is the mountainous terrain. "We fly in probably some of the most rugged country to be found in the United States for search and rescue missions," Graham said.

"We're talking about the Olympic Mountains and the North Cascades which go as high as 10,000 feet (the H-46 and H-3 helos used in SAR work both have 10,800-foot ceilings). Any pilot who has flown helicopters in that type of terrain knows that it's dangerous."

The danger comes from strong, turbulent winds found at such altitudes that can blow a helicopter completely off course without warning. Weather conditions also change rapidly in a mountain environment. What looks

Whidbey's Angels

like a clear day from the ground can turn into heavy cloud cover with zero visibility at the crest of a mountain range.

Rescuing military people is the Whidbey Angels' top mission priority, but because the area is so popular for outdoor recreation, most of their work involves rescuing injured civilian hikers or climbers.

When a SAR helo reaches a victim's location, the pilots evaluate the site, considering any terrain characteristics that endanger the aircraft: trees, cliff edges, outcrops of rock. Depending on the altitude, pilots may elect to dump fuel to lighten the aircraft. This precaution helps to avoid overtaxing the engines; because of the thin mountain air, they are usually operating at maximum power to provide adequate lift.

Waiting for repairs, two H-3 Sea Kings *bracket an H-46; all maintenance work on SAR helos is contracted to civilians because military personnel must be on 24-hour recall for missions.*

After fuel is dumped, the best possible approach to the victim is made, a hover is established, and the crew chief takes over, directing rescue operations on the ground.

Although Graham modestly emphasized that his aircrewmen and hospital corpsmen are the heroes in a rescue, his own experience proves that the helo pilots deserve a full measure of praise; they have their hands full during a SAR mission.

"We were called in to rescue two mountain climbers injured in an accident at the 10,200-foot level on Mount Baker," Graham remembered. "The turbulence was very bad up there, and we had to dump a lot of fuel to stay at that altitude.

"The climbers had just started to come off the summit when an avalanche occurred and three of them went down a crevasse. One was killed, the other two were severely injured; this was on a snowbank with about a 60-degree slope.

"We came into a hover parallel to the side of the mountain—I think our rotor blades were just a few feet from the snow. The wind was coming on strong and blowing snow all around the helo. As we lowered the crewman and corpsman, we knew there was a good possibility for a second avalanche."

While crewmen placed the two badly-injured climbers into litters and hoisted them aboard the *Sea Knight*, Graham and the other pilot took turns at the controls, bucking turbulence and straining to keep visual contact through the flurries. All the while, the mountainside was a constant threat.

"When you're hovering that close," Graham went on, "the mountain is about the only thing you're looking at, and the only thing you're concentrating on is keeping the helo as stable as possible.

"Whoever isn't on the controls will be watching the gauges, especially power and engine temperature—mak-

ing sure we stay within our limits. At high altitudes, we're operating at maximum power. If the engines start to overheat, then we've got problems."

Depending on circumstances, one crewman's problem could be fatal. Ring, who's been suspended 200 feet and more on the end of a hoistline, explained:

"Everybody in the SAR community knows that if the chopper gets into a bind, the guy on the end of the cable is expendable. Sure, you're gonna do your best to keep him, but if you get into a hover and lose an engine or something like that, then you're going to cut him loose in an effort to save the others."

Search and rescue is hardly an occupation that can be left at the office. When a mission ends, its aftermath begins; SAR members must deal with their emotions and conflicts caused by events that take place on a mission.

Ring found one rescue attempt especially hard to take. A civilian pilot who had bailed out over the ocean became entangled in his chute. Ring went down and got within inches of grabbing the pilot. But the ocean current kept pulling the victim out of reach, and the only thing Ring came back with was the pilot's cap.

"I don't know if he was dead or alive at that point," he said. "Later reports claimed that his chute had streamed on him, and it never fully opened up. But I'd go to bed thinking about it and wake up in the middle of the night second-guessing the way I tried to save him. For about three weeks, I felt guilty as hell, then I finally resolved it by realizing that I'd made my best effort to save him."

Danger. Life and death responsibility. Guilt. These are some of the occupational hazards of search and rescue work. They are far more hazardous than most. Still, none of the Whidbey Angels seem eager to change professions. After all, what could be a more satisfying career goal than saving lives?

The Whidbey Angels have received countless praise from the civilian community for their rescue work. What the SAR team does on a routine basis still appears as one minor miracle after another to those who aren't in the business of saving lives.

One of the best testaments came in a letter from a climber who had been plucked off Mount El Dorado on the Fourth of July, 1978:

"Hearing and seeing your helicopter approach gave me probably the greatest feeling of relief I have ever felt. I have been around helicopters on other mountain rescue missions, but I never before realized how welcome they are until I was the person they were coming after.

"It struck me as particularly significant that on the Fourth of July, my government was utilizing its resources to extricate me from a precarious position I put myself in, rather than trying to control my movements and ideas.

"There are too few countries where this is the case. Again, I want to thank you for risking your lives and equipment to help me. The next time I see you, I hope that I am *on* a rescue mission rather than the subject of one."

Being in a position to stop death from laying claim on someone's life—day after day—is awesome. Offering your own life as forfeit is courageous.

Such courage requires a commitment that is nothing less than absolute.

Hospital Corpsman Third Class John Gallegos reported for SAR duty last year on the same day that news of the fatal helicopter crash reached the air station. It's a coincidence that added gravity to his explanation of commitment in the search and rescue business: "The more important something is to a person, the higher the price he's willing to pay. In our case, the price we are willing to pay is our lives."

—Story and photos by JO1 P.M. Callaghan

AD2 Tom Ring: "The most important thing about this job is teamwork. Everyone on a mission is depending on each other all the time—it's not a situation for loners."

T.R.'s Navy

The Rise of

Fourteen battleships were authorized for construction during his years in office as well as four armored cruisers, some 20 submarines and 15 destroyers.

And there wasn't even a war on.

As Assistant Secretary of the Navy under President McKinley, Theodore Roosevelt had become experienced in naval affairs. Using that experience and his great interest in seapower, he armed the Navy as it had never been armed before and turned it into the second largest navy in the world, all during his term as president.

That term came about when McKinley died on Sept. 14, 1901, eight days after being shot by an assassin. As McKinley's vice president, Roosevelt took over leadership of the country; he was 42.

It was no accident that Roosevelt's years as chief executive (1901-09) were filled with diplomatic milestones that hinged on the use of seapower. He admired the naval theoretician of his day, Alfred Thayer Mahan, and he regarded the Navy as his main arm for an effective foreign policy. His "Big Stick" policy fell right into place with Mahan's theories on battle fleet concentration and national power.

Teddy Roosevelt's Navy carried his Big Stick to foreign governments more than once. In 1902, he threatened intervention against German and British naval forces if they didn't clear out of Venezuelan ports. He used the same response two years later when European powers threatened Santo Domingo with force. Roosevelt also steamed a battle fleet into the Mediterranean in 1904 as a partial reply to diplomatic problems.

When relations with Japan deteriorated and attack on U.S. possessions in the Western Pacific was feared, T.R. sent the Great White Fleet around the world—with a stop in Yokohama, Japan. That show of force prompted several diplomatic agreements with Japan which improved our relations for many years.

But the Navy had to be improved before it could become an effective diplomatic tool. Our staggering naval victories in the Spanish-American War turned the United States abruptly into an international seapower. Unfortunately, the Navy wasn't really prepared for such a role; it just so happened that the Spanish navy had been in much worse shape than ours. Had we fought, perhaps, against the French or German navy at Manila Bay, the American fleet might have emerged as a loser.

Our naval situation in 1900 had two major weaknesses. First, the United States—just as today—had two widely-separated seaboards to defend from attack. But our force levels were only big enough to patrol effectively one ocean—the Atlantic. That condition led to the second weakness, our inability to defend U.S. outposts in the Western Pacific such as the Philippine Islands. The Asiatic Squadron would be in trouble if the Japanese Imperial Navy decided to attack.

The Japanese fought Russia instead and destroyed the navy of Czar Nicholas II quite easily in the Russo-Japanese War of 1905-06.

Either of two solutions, it was thought, could solve our problem of defending two oceans: build a canal through Panama for more rapid transfer of the North Atlantic Squadron, or else build more ships and create a two-ocean Navy. T.R. opted for the more immediate solution of stepped-up naval construction. He put it to Congress in 1901: "The American people must either build and maintain an adequate Navy or else make up their minds definitely to accept a secondary position in international affairs, not merely in political, but commercial matters."

After the smashing of the Spanish

USS Connecticut *(BB 18), in 1907, makes high-speed run of about 18 knots. It was the first of many battleships to be built during Theodore Roosevelt's presidency.*

U.S. Seapower

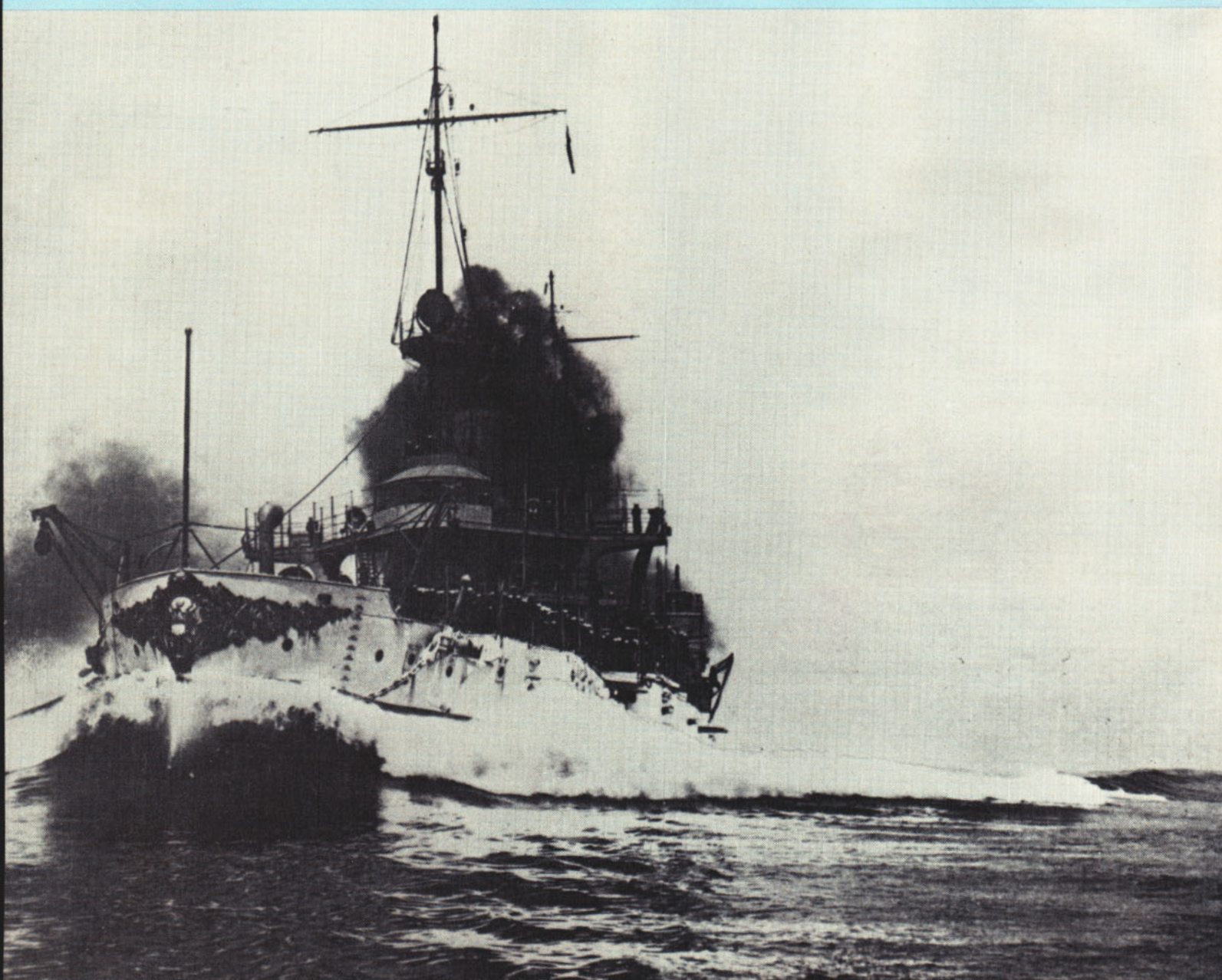
fleet only three years before, Congress wasn't in much of a mood for a secondary position in the realm of international affairs—it started ordering more ships.

Navy Yards and Bases

In 1904, the strategic importance of overseas bases was not well-recognized. T.R. encouraged the buildup of such bases because he understood their importance in terms of defending the future canal in Panama and our sizable Western Pacific possessions.

Huge sums were allocated for the 12 yards and stations on the Atlantic coast—the coast least likely to be attacked, as long as Britain and Germany held each other in check. On top of that, some of those East Coast yards were essentially useless for many of the new vessels under construction. The dry docks were too small and water depths were insufficient for the handling of larger battleships.

Not until 1909, after Roosevelt left office, would work begin to turn Pearl



Harbor into the United States' first major overseas base in the Pacific. Despite Roosevelt's personal influence, first-rate yards for the Navy's fleet were not produced during his presidency.

His antagonist in this arena was Sen. Eugene Hale of Maine, chairman of the Senate Naval Affairs Committee. According to Gordon Carpenter O'Gara, one chronicler of the period, Hale preferred to distribute funds for naval yards to his constituencies rather than use such funds to promote worldwide seapower.

Roosevelt, more successful in reforming the internal administration of the yards, solved the problems of departmental inefficiency and lack of coordination. To do this, he had to buck storms of protest from several special interest groups.

In some instances, the results were dramatic. For example, at the Mare Island Navy Yard on the West Coast, production increased by 50 percent while construction costs were reduced by 50 percent.

Certain other reforms went into effect about a month before T.R. left office, but they were never followed up.

Naval Construction

Commander William S. Sims discussed one of the Navy's most recently authorized vessel constructions, USS *Kentucky* (BB 6), in 1895: "The *Kentucky* is not a battleship at all. She is the worst crime in naval construction ever perpetrated...." The ship was commissioned five years later, and a lot of authorities were to agree with the outspoken officer.

Sims was Roosevelt's naval aide and one of the key individuals through whom Roosevelt worked to get new technology incorporated into naval construction. The president was very interested in this area but had little time to absorb its finer points. He left that to Sims and other progressive individuals like Commander Bradley A. Fiske and Commander Albert L. Key.

The transition from wood and sail to steel and steam had been completed by 1900, but warship construction was further revolutionized during Teddy's term.

In 1906, HMS *Dreadnought* became the first battleship to be built with steam turbine engines. Its construction caused the history of warships to be split into the "dreadnought" and "pre-dreadnought" eras.

Steam turbines were simpler and more efficient than reciprocating piston engines; they were also less likely to break down. The first U.S. battleship to be equipped with steam turbines was USS *North Dakota* (BB 29), launched in 1908.

Intership and ship-to-shore communication was revolutionized by Marconi's invention of the wireless in 1901.

As 26th president of the United States, T.R. brought our Navy from fifth to second place among world seapowers. He called on the U.S. fleet several times during his administration to act as a "big stick" overseas.

Two years later, the Navy bought 20 such sets and put them to use. By the time of the World Cruise (1907), all U.S. battleships carried wireless sets.

Improvements in gunfire technology caused a few problems in ship construction; some transitions were anything but smooth. The development of torpedoes with longer ranges made many smaller guns on ships obsolete. The ranges of the guns were just too short. So dreadnoughts were armed with larger guns.

In a few instances, the guns were too large for the ships that carried them. USS *Missouri* (BB 11) had a problem when firing its battery of 12-inch guns directly ahead—the recoil collapsed its forecastle.

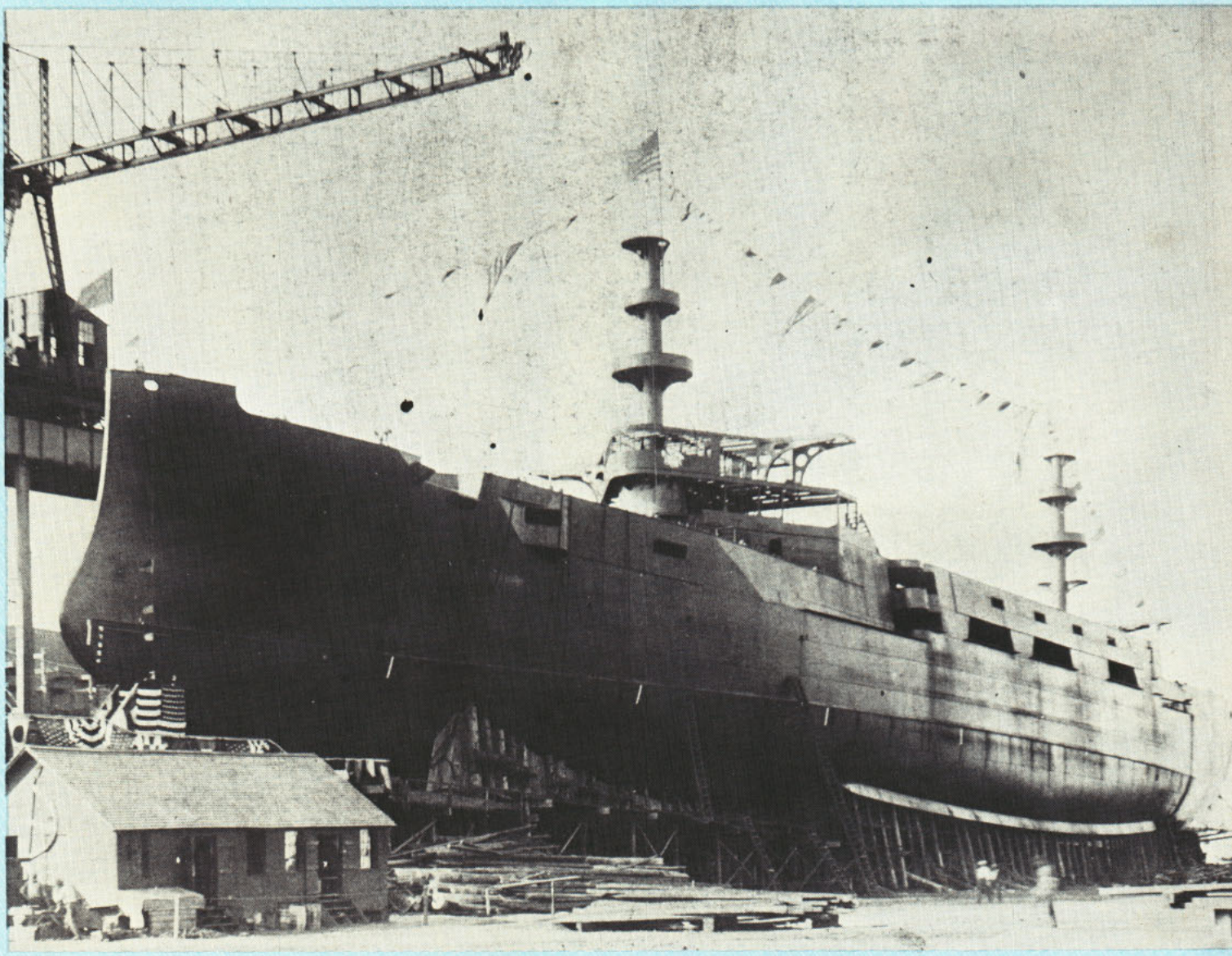
Missouri later gave tragic evidence that technology was outdistancing ship construction. The firing rate of guns was increasing, and gun crews had to work faster. In those days, ships were built with straight ammunition tubes leading directly from the magazines belowdecks to the gun turrets above.

On April 13, 1904, hot gas escaped from a gun breech in one of *Missouri*'s turrets and ignited some gunpowder. It fell down the ammunition tube and blew up the magazine, killing 30 men.

Two years later, a similar accident happened aboard USS *Kearsarge* (BB 5), and 50 men died.

Critics of modernization blamed rapid fire practices for the tragedies and used such incidents for fuel in their drive to return to old methods of gunnery. But Sims named the real culprit: ammunition tube construction. Later, these tubes would be built with interrupted lines between turret and magazine.

Naval construction gradually adapted to the important technological advances; this union gave rise to the



Armored cruiser USS Maryland *(ACR 8) is ready for launching at Newport News in September 1903. Commissioned two years later, it was representative of the naval construction program that accelerated at the turn of the century.*

dreadnought era. The growth of the battleship had been tremendous in a few short years.

In 1902, President Roosevelt requested authorization for five *Connecticut*-class battleships of 16,000 tons apiece, with four 12-inch guns each and a top speed of 18 knots. Just four days before T.R. left office in 1909, Congress finally authorized construction of two *Wyoming*-class battleships. At 26,000 tons, they were the largest ships ever built up to that time. Each carried 12 12-inch guns—both *Wyoming* (BB 32) and *Arkansas* (BB 33) topped 21 knots during their trial runs.

Fleet Organization

Teddy Roosevelt believed strongly in Alfred Thayer Mahan's doctrine of seapower concentration. Mahan wrote: "In time of war there is sure to be demand, under pressure of fright, for the

Cmdr. William S. Sims was President Roosevelt's naval aide and an outspoken critic of gunnery performance in the fleet. Under his guidance, modern technology was incorporated into new guns and sights; the overall accuracy of gun crews improved dramatically as a result. Below: Coaling ship at the Brooklyn Navy Yard in 1909—a dirty, time-consuming task that stayed with the fleet until World War I.

ships to be scattered so as to defend all kinds of ports. Under penalty of terrible disaster, this demand must be refused. The ships must be kept together, and their objective made the enemy's fleet."

Before T.R. took office, the U.S. fleet had been scattered about the globe in small squadrons, usually having one or two battleships apiece. Following Mahan's doctrine of concentrated force, Teddy brought all the battleships together and formed the North Atlantic Fleet. Then in 1905, the South Atlantic and European stations were abolished.

President Roosevelt resisted all attempts to break up the fleet. Having presided over the peace negotiations between Russia and Japan in 1906, he was fully aware of Russia's disastrous tactical error with its own fleet. When he left office, Roosevelt tried to impress President Taft concerning this lesson:

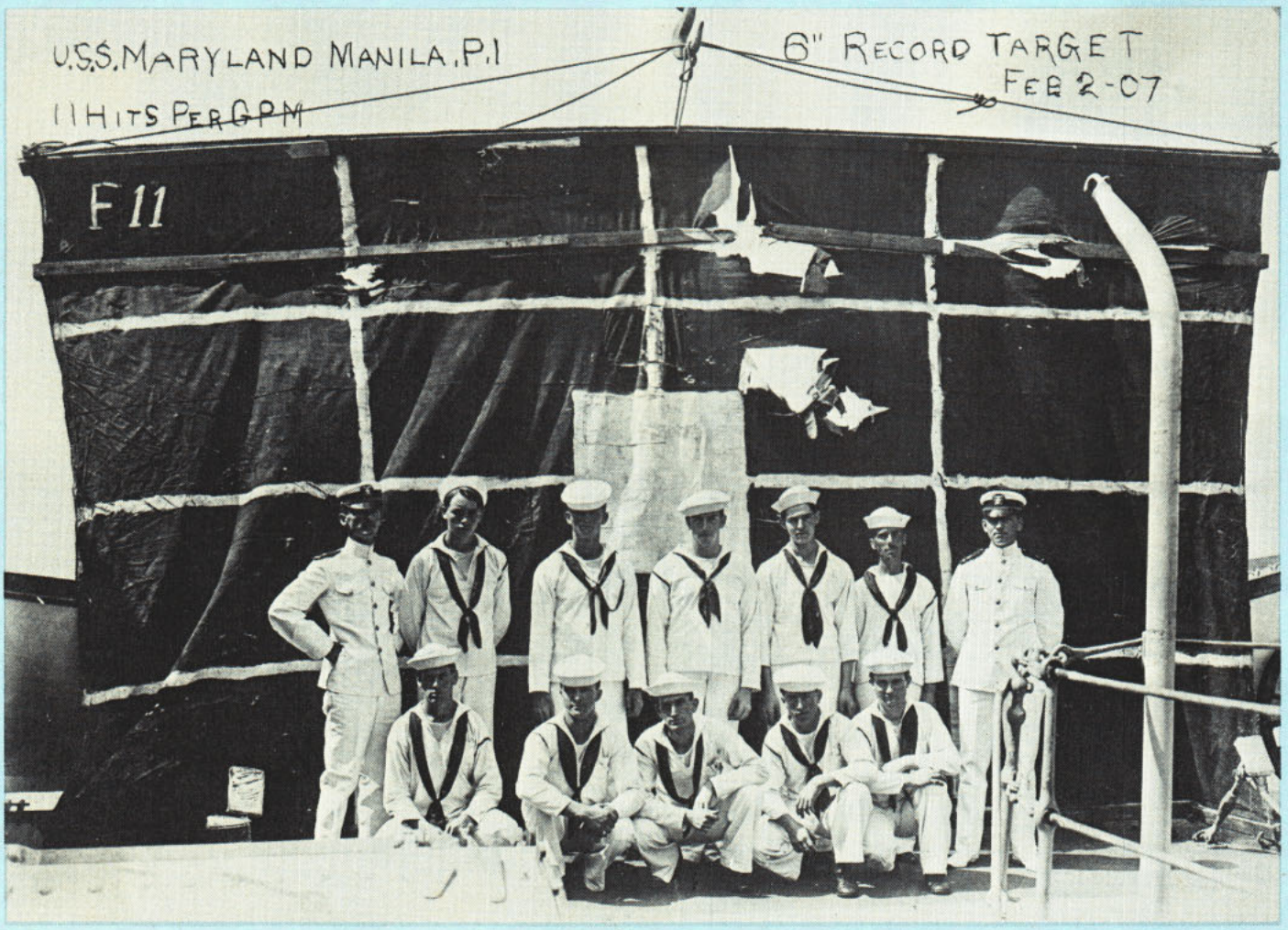
"Under no circumstances divide the battleship fleet between the Atlantic and Pacific oceans prior to the finishing of the Panama Canal.... There were various factors which brought about Russia's defeat...most important by all odds was her having divided her fleet between the Baltic and the Pacific...."

Roosevelt went against public sentiment himself when he sent the Great White Fleet around the world. Many Americans feared that war with Japan was just around the corner and that such a cruise would leave the Pacific coast defenseless.

As always, T.R. stuck to his guns, feeling that a show of force was the right way to deal with growing tensions in the Orient. In a letter dated July 13, 1907, he wrote: "Thank Heaven we have the Navy in good shape. It is high time, however, that it should go on a cruise around the world.

"In the first place, I think it will have a tranquil effect to show that it can be done; and in the next place...it is absolutely necessary for us to try in time of peace to see just what we can do in the way of putting a big battle fleet in the Pacific, and not make the experiment in time of war."

His confidence won out. The fleet put to sea from Norfolk, Va., in late 1907 and returned in early 1909. It had experienced little damage and had taken care of its own repairs. A great deal of training had been undertaken during the voyage, and the world had been properly impressed by such a dramatic



Gunners from USS Maryland *display the target that proved the sharpness of their aim during a 1907 exercise in Manila, the Philippines.*

display of naval power—and the implied message of national resolve.

Gunnery Improvements

Looking back on it, only one out of every 50 shots fired by Admiral George Dewey's Asiatic Squadron was a hit at the Battle of Manila Bay. At the Battle of Santiago Bay in Cuba, our Navy fared worse—of the 9,000 rounds fired during that engagement by U.S. ships, only 120 were hits.

No doubt the Spanish gunners were worse.

Then, in 1902, Commander William Sims became Inspector of Target Practice. Having already submitted 11,000 pages of reports deploring the state of marksmanship in the Navy, he was now in a position to do something about it.

One of the first things he discovered was that the sights installed on naval guns were inadequate for continuous-aim fire—a technique developed by the British that produced hit results of 80 percent in tests aboard HMS *Terrible*. Sims suggested that gunsights aboard U.S. ships be replaced with more accurate models. Under the watchful eye of Roosevelt, new sights were installed in two years. However, more efficient range-finders wouldn't come into use until 1910.

Roosevelt also introduced incentives for excellent gunnery. After competitions, the top ship received a bronze plaque, and each gunner got $2 to $10 extra monthly pay. Such awards helped to achieve some spectacular results. In 1903, gun crews aboard USS *Alabama* (BB 8) loaded and fired their batteries of 13-inch guns in a lightning-fast 38 seconds. (In 1898, the same process took six minutes.)

By 1907, the Navy's big guns were averaging one hit per minute in rapid-fire drill. The overall fleet average of hits was 77.6 percent—a 37 percent increase over four years. In a most direct way, Roosevelt and Sims had been personally responsible for a seven-year improvement in naval marksmanship that various experts have estimated to be between 300 and 500 percent.

Naval Personnel

At the turn of the century, the U.S. Navy was about one-fifth the size of the British navy and, with 26,000 men, was only slightly larger than the Japanese navy.

Roosevelt recognized the need for additional manpower in his new, vitalized Navy; someone had to operate all the ships that were being built. But recruiting wasn't easy. The military had to compete against industry; jobs ashore were plentiful and usually paid more than the military. Still, T.R.'s Navy had more than 44,000 on its rolls by 1908—not bad for a period of excellent employment opportunities in the civilian sector.

Enlistments seemed to rise, too, as food quality improved aboard ship. The wonders of shipboard refrigera-

Right: Sentry guards the captured Russian battleship Orel, *a victim at the Battle of Tsushima during the Russo-Japanese War. T.R. presided over the 1906 peace negotiations at Portsmouth, Va., and was awarded the Nobel Peace Prize for his efforts. Opposite page: With only nine days left to his second term in office, President Roosevelt welcomes back sailors of the Great White Fleet's flagship—USS* Connecticut*—at the end of their round-the-world cruise on Feb. 22, 1909. T.R.'s international show of force proved to Congress, the American people and the world that the United States had become a first-rate seapower.*

tion and modern canning methods resulted in food that was far better than the traditional salt meat and hardtack. Enter, here, the age of food inspection—the Department of Agriculture began to examine provisions before they were taken aboard ship.

Then, as icing on the cake, the Navy in 1909 received an across-the-board pay raise of 10 percent.

Still the biggest boon to sea service recruitment during the Teddy Roosevelt years was the Great White Fleet. That event kicked off the slogan "Join the Navy and See the World," which has been with us ever since.

T.R. left the presidency in March 1909, but not before he had given America the second-largest navy in the world. He succeeded in publicizing the fleet and making Americans proud of it. The first eight U.S. dreadnoughts were built under his guidance, and it was generally conceded by foreign powers that our ships had the greatest offensive and defensive power in the world. In short, President Roosevelt brought our Navy to its peak of power before the evolution of aerial and underwater warfare completely changed the strategy of seapower.

T.R.'s personal stamp on the fleet lasted in a material sense until the opening day of World War II. One of the vessels at "Battleship Row" at Pearl Harbor on Dec. 7, 1941, was USS *Utah* (BB 31), one of the last battleships that Roosevelt requested from Congress.

Utah went to the bottom on that day. The enemy was Japan, just as Teddy Roosevelt had feared.

By 1941, Franklin Roosevelt was president, and like his cousin, he would rebuild the Navy into a stronger, more effective fighting force—to become the most powerful navy in the world.

—Story by JO1 P.M. Callaghan

Bearings

History of NCOs

The Army's only museum dedicated to the history of non-commissioned officers opened at its Sergeants Major Academy in Fort Bliss, Texas, in June. It honors accomplishments of NCOs and their service to the nation.

"There are other museums that have exhibits covering the same periods of history," said curator Dr. Daniel Zimmerman, "but this is the first dedicated solely to the history of the NCO corps."

Exhibits depict the history of NCOs from 1775 to the present, including the Mexican, Indian, Korean and Vietnam war periods. Zimmerman noted that some reproductions are used in the exhibits, but said, "Original artifacts make up about 95 percent of the exhibited items, some of which date back to the Revolutionary War."

Some items from the Civil War era include three original uniforms, documents, military equipment and photos and several Regular Army knapsacks, which are exceedingly rare.

Other items on exhibit include an NCO light artillery saber from the War of 1812 and an 1842-model percussion pistol from the Mexican War period. Reproductions were used when extremely rare original items were unobtainable.

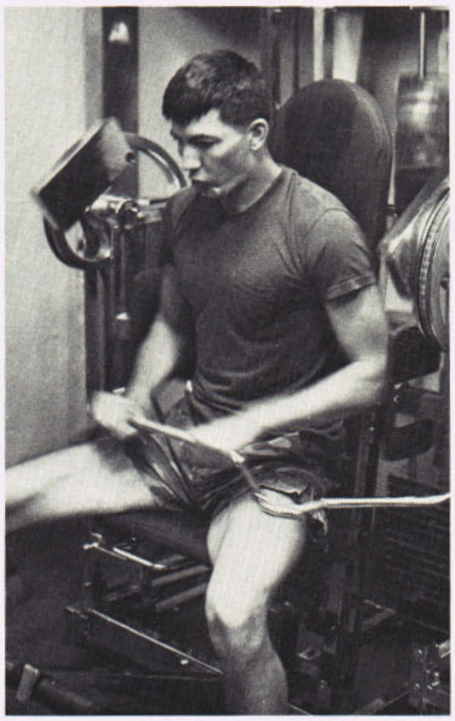
Asked what a person could learn from a visit to the museum, Zimmerman answered, "We hope that people who see these exhibits will leave with a better understanding of the history of the non-commissioned officer. They'll know something about how the NCO lived and worked during each period of U.S. military history, and perhaps they'll have a greater appreciation for the NCOs' achievements and contributions to the nation."

Museum visiting hours are 8 a.m. to 4 p.m. weekdays.

Admiral Harry D. Train II, Supreme Allied Commander Atlantic, visits with guests during Norwegian National Day celebrations at NATO SACLant headquarters in Norfolk, Va. The celebration commemorates Norway's constitution, which was established in 1814. SACLant's staff members and their families wore native folk costumes in honor of the festivities. The only NATO command located in the United States, SACLant is staffed by more than 300 people from most of NATO. *—Photo by PH2 Don Little*

Midway Fitness

Keeping in good physical condition while at sea is no easy task, but the men of the *USS Midway* (CV 41) certainly have the equipment. *Midway* recently opened a new weight room, loaded with $22,000 worth of equipment purchased with money from the ship's welfare and recreation fund.



Marine Corporal Robert Macklin "hits the weights" in Midway*'s new weight room.*

Open 24 hours a day, *Midway*'s weight room averages about 115 lifters daily. Experienced weightlifters have volunteered to assist new enthusiasts in learning to use the equipment.

With a new weight room and an established flight deck jogging program, the men of the *Midway* are active participants in the Navy's physical fitness program.

—Story and photo by JO2 Gary Smith

Sydney's No Dummy

Yeoman First Class Dannie L. Ryan, cited for her outstanding performance as office supervisor of the Air Operations Division, Commander in Chief, Pacific Fleet, brings something extra to her title as Sailor of the Year. She's a wife, a mother and—would you believe —a ventriloquist.

A dedicated career Navy woman, Ryan enlisted in 1974 after attending LaVerne College in California. She's also dedicated to her husband, Terrance, and their 3-year-old daughter, Erin.

But there's another "person" in Ryan's life, a character of sorts, who has been with her for the last 19 years. He is Sydney Sawyer, a ventriloquist's dummy, and he has been Ryan's companion since she was 9. She got Sydney as a Christmas present.

"I used to talk to myself," Ryan said. "Then when I got Sydney I practiced ventriloquism in front of a mirror so that my friends wouldn't think I was crazy."

Today, Ryan and Sydney usually become the center of attention at parties and picnics.

Sydney was named after Tom Sawyer's cousin, the one who always got into trouble; he's not much different in that respect from his namesake. When Sydney visits Ryan's office, both officers and enlisted people are quick and likely targets for his glib tongue.

"I like girls," he says.

"What type of girls, Sydney?" someone will ask.

"Young girls."

"How young?"

"Young enough."

Even when you're talking with Ryan, it's hard to forget Sydney. He wants to be part of the conversation, too. After awhile, you find yourself trying not to call Sydney a dummy.

Ryan works out various routines for Sydney, especially for children.

"At first, they think he's real," Ryan said. "My daughter loves to argue with him and tease him."

Ryan hopes to continue her Navy career and complete her requirements for a bachelor's degree, but she also has the desire to perform in public.

"I'd like to get Sydney cleaned up and go to the 'Comedy Corner' (a popular Honolulu club)," she said. "But my family comes first; I guess fame will have to wait."

—Story by JO2 Jack Ostram
—Photos by PH3 Jeffrey Salter

Bearings

Famous Signature

His name may be Brian Lee Walker, but his trademark is the famous signature of John Hancock. Boatswain's Mate Third Class Brian Walker is the official part-time scribe aboard USS *John Hancock* (DD 981), homeported in Charleston, S. C.

"It all started when I painted the first signature on the stern of the ship," said Walker. "Since then, I have been asked to paint the signature on all sorts of equipment from doors to helicopters." That first signature was painted in March 1979, shortly before the ship was commissioned. The shipyard made the first template, but from there on it was all Walker's work.

Traditionally, ships' names appear in raised block letters, but *John Hancock's* commissioning skipper couldn't pass up the opportunity to enscribe the ship's name with the signature of its namesake, the first signer of the Declaration of Independence. The signature has become a tradition aboard *John Hancock*, a tradition that keeps Walker busy.

—Story and photo by PH1 Douglas Tesner

BM3 Brian Walker adds the finishing touch to the John Hancock signature on his painting of the ship.

Invincible Arrives

The British anti-submarine carrier HMS *Invincible*, the largest warship built for the Royal Navy since the 1950s, spearheaded a Norfolk, Va., port visit by five British ships in late August.

Invincible, along with the guided missile destroyer HMS *Bristol*, ammunition ships HMS *Fort Austin* and HMS *Fort Grange*, and the replenishment tanker HMS *Tidepool*, participated in the massive fleet exercise Ocean Venture.

Ocean Venture involved more than 120,000 people from 14 countries in naval maneuvers stretching from the Caribbean to the Baltic Sea.

The 687-foot, 20,000-ton *Invincible*, the cornerstone of British participation in Ocean Venture, represents the merging of British teamwork and technology. The ship provides facilities for the command and control of maritime forces, deploying large anti-submarine helicopters and providing air defense using on board *Harrier* aircraft, *Sea Dart* and *Sea Wolf* missiles and automatic guns. Missile-equipped helicopters, *Harriers* and *EXOCET* surface-to-surface missiles give *Invincible* an anti-surface ship capability.

Invincible's revolutionary ski jump at the forward end of the ship's flight deck distinguishes it from most conventional carriers. The ski jump boosts the performance of the *Harrier* aircraft which operate from the carrier without catapults or arresting gear.

Propelled by four gas turbines from the same family as the engines fitted to the supersonic Concorde jet airliner, *Invincible* carries a crew of more than 1,000 men from all branches of the Royal Navy.

Dads and Daughters

Father and son teams in the military are not unusual. But father and daughter teams are still on the uncommon side, unless you happen to be at NAS Cecil Field, Fla., where two of these rarities can be found.

Chief Aviation Structural Mechanic William Partridge's daughter, Michelle, is an aircraft engine mechanic. She joined the Navy in July 1980, and is now an aviation machinist's mate airman apprentice working in the operations maintenance division.

Chief Partridge said that he never thought Michelle would join the Navy

but pointed out that "she's always been the type who made her own decisions. Whatever I thought wouldn't have really mattered." The chief is proud of his daughter; he knows she's involved with something that satisfies her interest.

Airman Apprentice Partridge chose her particular rating because she didn't want to work at a desk. She's not working on aircraft engines now at Cecil Field, but she looks forward to training she's slated to receive at Aviation Machinist's Mate "A" School in Memphis.

Cecil Field's other dad-and-daughter duo are Master Chief Aircraft Maintenanceman Charlie Stone and Airman Grace Stone.

Master Chief Stone, of course, has found service life "very rewarding"; he's been wearing Navy blue for 29 years. And he would do it all over again "without hesitation."

Like Partridge, Airman Stone makes it plain that her father didn't persuade her to join the Navy. But she enjoyed traveling as a dependent and said she thought it was time to see the Navy from the inside.

Master Chief Stone agrees that no recruiting effort was made on his part. He respects Grace's decision, and his daughter has plans to take college courses during her tour of duty.

Next year, the elder Stone will retire. After three decades of service, he's content to sit back and watch his daughter's progress in the Navy.

"I can't say for sure if I'll follow entirely in my dad's footsteps," said Airman Stone, "but I plan to give the next four years a good try."

"I felt pretty good when I got my orders to Cecil Field. I'm proud to be stationed with my dad. But, in the three weeks I was in 'I' division, I was at a loss whether to call him master chief or dad."

—By JO1 D.S. Superio and JO2 U. Brinkley II

Command Advancement Program Works. USS *John F. Kennedy* (CV 67) commanding officer Capt. Diego E. Hernandez meritoriously promoted five sailors to petty officer rank: (l-r) DM3 Timothy R. Schoen, EM3 Moses Gutierrez, EM3 Dennis H. Ray, HT3 Louis K. Wise and ABF2 Peter P. Rivera. *—Photo by PH3 Philip Roche.*

Solid Shield 81

Precision and Timing

To most people amphibious assault conjures up images of John Wayne jumping from a landing craft into chest-high water as mortars and machine guns burst around him. Courageously wading to the beachhead, he and his fellow Marines eventually overcome the enemy.

Although this scenario was overglamorized by Hollywood, much of it is fact. For those who returned from Guadalcanal, Saipan or Iwo Jima in World War II, those once-obscure Pacific islands are forever etched in their memories.

Today's amphibious assault has been tempered into a sophisticated operation involving precision planning and the best modern technology has to offer.

As with all things dealing with precision, fine tuning an amphibious assault ensures readiness. This is accomplished through large-scale exercises involving the whole realm of the amphibious assault. One such annual exercise, Operation Solid Shield, completed its 19th anniversary in May when some 27,000 men and women from the Navy, Army, Air Force and Marines joined forces in North Carolina for a mock amphibious assault.

* * *

Reveille went shortly after 1 a.m. aboard the amphibious transport dock USS *Austin* (LPD 4). An unseasonably cool wind swept off the North Carolina coast.

Boatswain's Mate Third Class R.J. Brown rolled out of his rack. Like a surfer riding a familiar wave, his knees adjusted automatically to *Austin*'s rolling deck. Despite the early reveille, the standard morning noises surrounded him. There was the flapping sound of shower shoes as they hit the tile deck. Lockers creaked open and slammed shut. Toggle switches clicked as small fluorescent lights were turned on.

Brown dressed quickly and glanced at his watch. He only had a few hours of sleep, but for him, as for most of the *Austin*'s crew, sleep was rare during amphibious exercises.

"I wish it was as simple as just picking up some 500 Marines and dumpin' 'em off some place," he said. "But there's a lot more to it. I'm in deck division, and we've normally got five things going at once. When we get into one of these exercises, you can forget sleep—if we're not at sea-and-anchor detail, then we're loading the Marines' equipment or rehearsing for the landing. And when we've got some spare time, we practice general quarters or man overboard drills."

These drills, part of the transit phase of the operation, included placing the amphibious group under simulated attack. Training emphasized the defense of the amphibious force against enemy air, surface and subsurface attacks.

Brown headed for his station in the port wing wall of the well deck. Down in the troops' berthing spaces, Staff Sergeant William Chase of Kilo Company 3/6, Second Assault Battalion, second Marine Division, made last-minute checks of his troops. He and the others in his platoon would be riding one of the last LVTs (landing vehicle tracked) to hit the beach.

Chase had logged plenty of time inside the large, camouflaged vehicles. When called upon, he could quote the "specs" of the LVT like a grade schooler reciting the Pledge of Allegiance.

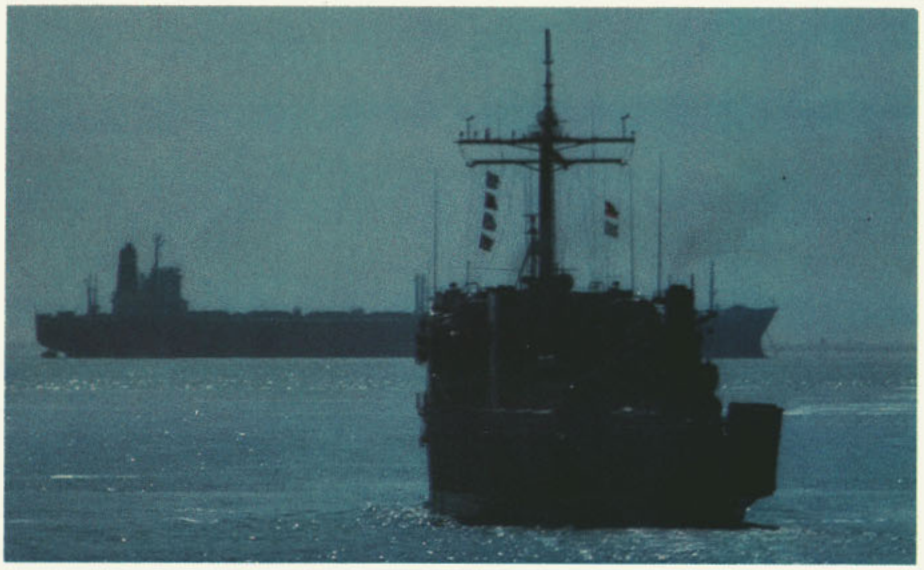
Awake hours before reveille, Chase had plenty of time to review the information on the assault. Part of that information had been a political and historical scenario developed for the exercise.

Developing a scenario for the exercise is a crucial first step in the planning phase of the operation. Dividing the area of the exercise into fictitious countries with historical and political backgrounds makes it easier to critique the troops and their commanders after the exercise.

Chase glanced over his notes. The operation involved the countries of "Ventura" and "Costa." According to the script, Ventura and Costa had been a single country known as Costa, under Spanish rule. The United States went to war with Spain after a U.S. vessel was sunk off the coast of Costa. The United States landed troops on Costa and defeated the Spanish. Costa was then governed by the United States.

Chase stopped reading for a second and rubbed his eyes. They tired easily under the dim light in the embarked troops' berthing spaces. He rested a bit, then read on.

Due to prosperity enjoyed by the middle and southern regions of Costa,



Left: USS Barnstable County *(LST 1197), one of about 30 ships participating in Solid Shield, joins with Amphibious Group Two off the Virginia Capes. Below: Attention to detail was a key to the success of the operation.*

the United States divided the country into Ventura, the northern region, and Costa, the middle and southern regions.

Both Ventura and Costa were given independence.

In the years which followed, Ventura remained an ally to the United States. It prospered and oil was discovered off its coast. Meanwhile, Costa fell prey to political corruption, and a revolution took place. A Marxist government came to power, declaring that it would reunite both countries.

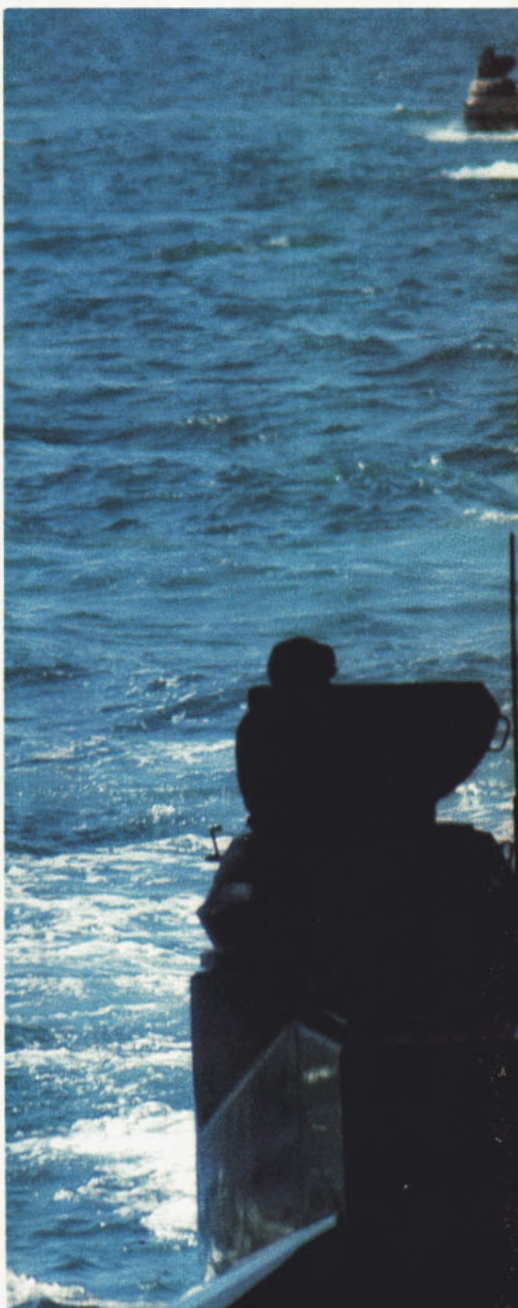
In 1981, terrorist activities took place along the Ventura-Costa borders. Farmland had been burned and several local Ventura political figures assassinated. Two days before D-day, in Solid Shield, three divisions of Costa's forces crossed the border.

Solid Shield 81

This act of aggression forced the United States to keep its treaty commitments with Ventura. U.S. forces would launch an assault against Costa's forces on the beaches of Ventura (in reality, Camp Lejeune, N.C.).

Chase closed his notebook and stuffed it into his pack. He made a few final touches to the camouflage paint on his face and shouldered his pack. He slipped easily into the harness and, with a few shifts of his hips, the pack fell into position.

As Chase approached the open door to the well deck, the sound of LCM-8 (landing craft mechanized) engines



Top: The docking control officer stays in constant contact with the bridge of USS Austin *during a rehearsal assault. Above: A Marine scans the horizon while embarked aboard USS* Austin. *Right: Members of the 4th Marine Amphibious Brigade perform maneuvers in their LVTs during a rehearsal assault. Upper right: Marines discuss loading plans with USS* Austin*'s first lieutenant.*

echoed through its chambers.

Aboard LCM-8 #22, Lieutenant Commander Steven W. Vanderbosch of Assault Craft Unit Two, Reserve Detachment 2806 from Baltimore, grabbed a handrail as his small craft slammed against the wooden walls of *Austin*'s well deck. The jolt slid his battle helmet down over his eyes. With his free hand, he shoved the helmet back and struggled to see how much farther the stern gate had to be lowered before locking into position. Only then could the LCM-8s back out safely.

Vanderbosch didn't like being at the mercy of the sea, which tossed the two

LCM-8s around *Austin*'s well deck like corks. But experience had taught him that the stern gate must be lowered slowly or the sea would rush in and engulf the small boats. Again he tried to get a glimpse, but it was impossible to see past the reflections of the red battle lanterns illuminating the well deck.

The craft slammed the wall again. Vanderbosch looked up and saw the coxswain motioning towards Senior Chief Boatswain's Mate David C. Patty, standing on the portwing wall. Patty, as the well deck docking control officer, was responsible for the movement of all the craft; he had just received word the stern gate was down. The line handlers along the wing walls worked feverishly to keep the slack out of the lines leading to the two LCM-8s. Taut lines helped control the craft.

All lines were released.

The deep, rhythmic idling of the engines became a deafening roar as Vanderbosch received Patty's signal to exit the ship and gave the order "all engines back."

Moments later Vanderbosch breathed a sigh as his LCM-8 reached open water 50 yards off *Austin*'s port side. The rolling swells seemed gentle in comparison to the angry waters that assaulted them in the belly of the *Austin*.

It was a little after 3 a.m., and pitch black surrounded the LCM-8s. The only discernible object was the *Austin* with its red battle lanterns dimly

Left: An LCM-8 of Assault Craft Unit Two hits the beach during Operation Solid Shield. Above: A Marine shouts an order to his squad while heading inland following the landing.

lighting certain areas of the ship. One of those areas was the signal bridge, which Vanderbosch watched intently. All orders concerning his boats would be coming from there by amber signal light.

Signalman Third Class Joseph Bryan stood by the 12-inch signal light; he double checked it to make sure the right filter was in place. Since this would be a silent assault, with all communication by visual signal rather than radio, there was no room for error. Different colored filters indicated which wave the signal intended. An amber filter was for the third wave.

Bryan received word from the bridge to place the LCM-8s into a holding pattern. With a flick of his wrist, he began passing the order to the small craft out in the darkness.

Vanderbosch acknowledged, ordering his boat crews to form a circle pattern. Soon, two more LCM-8s from the USS *Spiegel Grove* (LSD 32) rendezvoused and joined the circle. Everything was on schedule. Vanderbosch knew that timing was critical on an amphibious operation. Each wave had to hit the beach at a precisely prescribed time.

The first wave, consisting of the LVTs loaded with Marines, would land shortly before 5 a.m. Close behind on the second wave would be the LCUs (landing craft utility), then a third wave with the LCM-8s. The second and third waves would transport M60A1 tanks. The fourth wave would bring the beachmaster unit and the amphibious construction battalion. The beachmaster unit would take charge of the sea to shore movement and control traffic on the beachhead. The Seabees were responsible for setting up roadways along the beachhead and establishing a fuel line.

To maintain a sustained attack, a ferry of supplies would follow the initial landings. Also, a site to evacuate the wounded to shipboard hospital facilities would be established on the beachhead.

A flashing amber light interrupted Vanderbosch's thoughts. He was getting a signal from the *Austin*. It was the two-minute standby. He alerted his signalman to stand by to give the "follow me" signal to the other LCM-8s.

A few anxious moments passed as all eyes aboard the LCM-8 watched the signal bridge of the *Austin*. No one wanted to miss the signal, though they knew it would be nearly impossible to do so. Then it came, a flashing amber light. This time it flashed for 50 seconds, then it stayed lit for 10 more seconds.

When the light went out, Vanderbosch barked out several orders. The coxswain broke the pattern and headed toward the shoreline. The craft's signalman flashed a series of hand signals that brought the other LCM-8s in hot pursuit, following the wave commander's boat.

As the craft closed in on the shore, the swells grew in size. Salt water greeted the boats as they tackled wave after wave. Vanderbosch drew the other boats abreast and perpendicular to the shore. The coxswains fought to keep their boats in line as the order came to go to "battle speed."

It was a test of seamanship for the coxswains, who had to concentrate on several things at once. They all had to match the speed of the slowest craft in the formation. In the dimness of the early morning light, they studied the waves the best they could, looking and feeling for that certain wave that guaranteed a good ride. Once they were on the wave, the coxswains let it carry them as far onto the shoreline as possible.

The LCM-8s slammed into the beach. Remnants of old war films surfaced as machine guns flashed in the early morning light. Engines screamed as the coxswains struggled with the surf, trying to keep the boats from turning away from the beach. The Marines' tanks let out a series of bellows, then large puffs of black diesel exhaust as they clambered off the LCM-8s.

The tanks disappeared in the darkness and the LCM-8s slipped back into the blackness of the sea. The beachhead was once again filled with the sounds of the pounding surf, until the next wave, and the next after that.

The waiting had passed; Operation Solid Shield was in full swing. Mythical Ventura and Costa were about to become peaceful neighbors once again—the Marines and the "flatbottom fleet" had arrived.

—Story and photos by PH2 Robert K. Hamilton

Setting a Super Example

Swinging doors, stairways, bathroom stalls, turnstiles and entranceways are not the stuff most people's nightmares are made of. Not unless you're physically handicapped and have to cope with such obstacles every day.

Swinging doors can create an unwanted wrestling match when you rely on a wheelchair for mobility. Stairways can sometimes be insurmountable—if you wear braces or use crutches. Bathroom stalls, turnstiles and narrow entrances to buildings and rooms pose other problems for the handicapped.

But there is another barrier the physically limited or handicapped person must face, one more frustrating than any material obstacle. It's the painful reality that others look upon you as less than a complete person. It's one of the most difficult hurdles the physically limited person must face.

The stories physically disabled people tell of the abuse they encounter paints a picture of unconscious cruelty. A blind attorney, addressing a group on the attitudinal barriers the handicapped face, recounted his own experience in a hospital emergency room after being involved in an automobile accident.

He couldn't understand why the hospital staff members shouted at him as they asked routine questions. Later

Left: Bill Yates is one of many handicapped people who believe attitudinal barriers are the greatest obstacles to the physically and mentally disabled. Photo by JO2 Dallas Bellamy.

he realized that they were yelling because most of them assumed he was deaf as well as blind.

There was the woman, unable to speak, who was not given a driver's license because she could not answer the examiner's questions orally.

Humiliation and embarrassment resulting from the reactions of non-handicapped individuals are sometimes more painful and aggravating than the disabilities with which the physically limited must live.

Unfortunately, no individual or organization can eliminate the ignorance perpetuated by people who consider the handicapped as social curiosities. But there are people and programs intent upon educating the general public about physical and mental disabilities. Affirmative action programs are proving more and more that the handicapped possess a wealth of talent and expertise which has barely been tapped.

The Navy, with an estimated 6 percent of its civilian workforce categorized as handicapped, is working to educate the non-handicapped about the needs and talents of the physically and mentally disabled. Ensuring that the handicapped are treated fairly in matters of employment and employment practices has been a concern of the Navy for many years.

Seminars, workshops, information campaigns and special recognition for outstanding handicapped employees are some of the tools the Navy has used to educate its people about the handicapped—a term that includes the physically impaired, mentally restored, mentally retarded and the disabled veteran.

However, like many programs designed to raise the consciousness of large groups of people about the needs of others, progress, although steady, has been slow.

Individual commands develop their own affirmative action programs from one basic guideline.

"The policy of the Department of the Navy is to have top management assume a leadership role in hiring, placing and advancing handicapped individuals," said Ms. Robbye Langenfeld, the Navy's handicapped program manager. "We do this by being sensitive and imaginative in making reasonable accommodations to the known physical or mental limitations of a handicapped employee. Through its many programs, the Navy hopes to become a model for this endeavor."

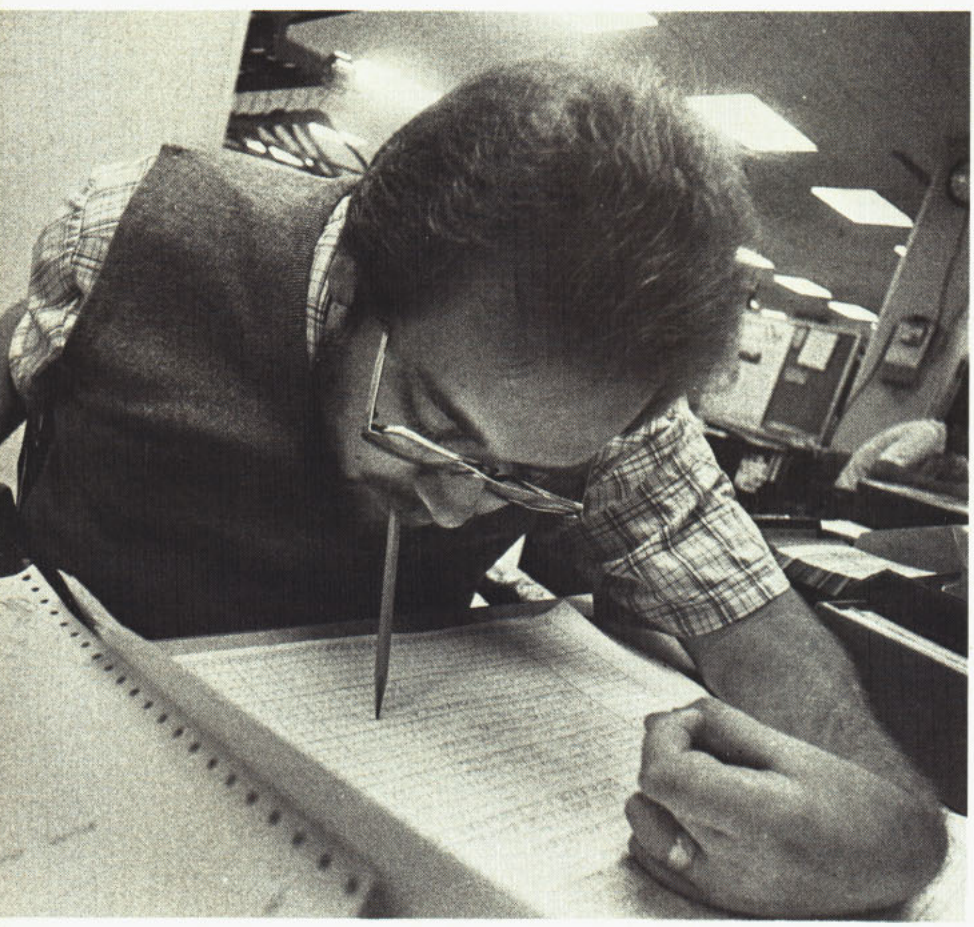
Working toward this goal, the Navy participates in a federal program called the Outstanding Handicapped Employee of the Year. It's designed not only to bring special recognition to federal handicapped employees but also to educate others about the handicapped.

Each year federal agencies nominate handicapped employees who have distinguished themselves and their professions through outstanding accomplishments. This year's Navy nominee was chosen from dozens of names submitted from commands worldwide. The field of candidates was narrowed to 30, and the overall winner, W. Victor Morningstar, was named Navy Handicapped Employee of the Year before going on to federal competition in which he was named one of 10 Outstanding Handicapped Federal Employees of the Year.

During the eight years the Navy has submitted nominees for one of the 10 federal co-winner awards, five Navy employees have won. Thirty-three federal agencies submitted nominees for this year's co-winner titles. Those 33 were later reduced to a final group of 15. Even getting to the final selection process was a big achievement.

Morningstar, again one of the 10 federal co-winners, reflects the determination and concern most handicapped people have to be seen as people —not as handicaps—within society.

Fifteen years ago Morningstar slipped on the edge of a creek bank.



Writing with a pencil in his teeth is one of W. Victor Morningstar's alternate ways of doing things. Photo by PH1 Jim Preston.

Trying to avoid the fall, he dove into the creek, hitting his head on a rock and severing his spinal cord. Except for limited use of his shoulders and wrists, he is paralyzed below the neck.

Today, he is a computer specialist in the Analysis and Programming Branch of the Navy Fleet Material Support Office, Mechanicsburg, Pa.

"Getting those awards is a very great honor," Morningstar said. "But I also see the awards as a sign that people as a whole are becoming more aware of the capabilities of the handicapped."

Listening to Morningstar talk about his work with the Navy, his favorite pastimes of hunting and shooting, and the experiences he had working for his degree in zoology, one realizes he doesn't fit the stereotype others might have of a person who has spent more than half his life as a traumatic quadriplegic.

Stereotyping handicapped people by defining their capabilities is exactly what Morningstar hopes will eventually be erased through awards like the ones he received.

"I feel that most people are unaware that all handicapped people are individuals like anybody else. Just because a person is confined to a wheelchair, like I am, or has some other physical disability, doesn't mean that person is deficient in other areas of personality," he said.

Concentrating on his capabilities and not his limitations has been the cornerstone of Morningstar's career. He compensates for the physical ability he lacks by attacking life's daily challenges with a stamina most people could envy.

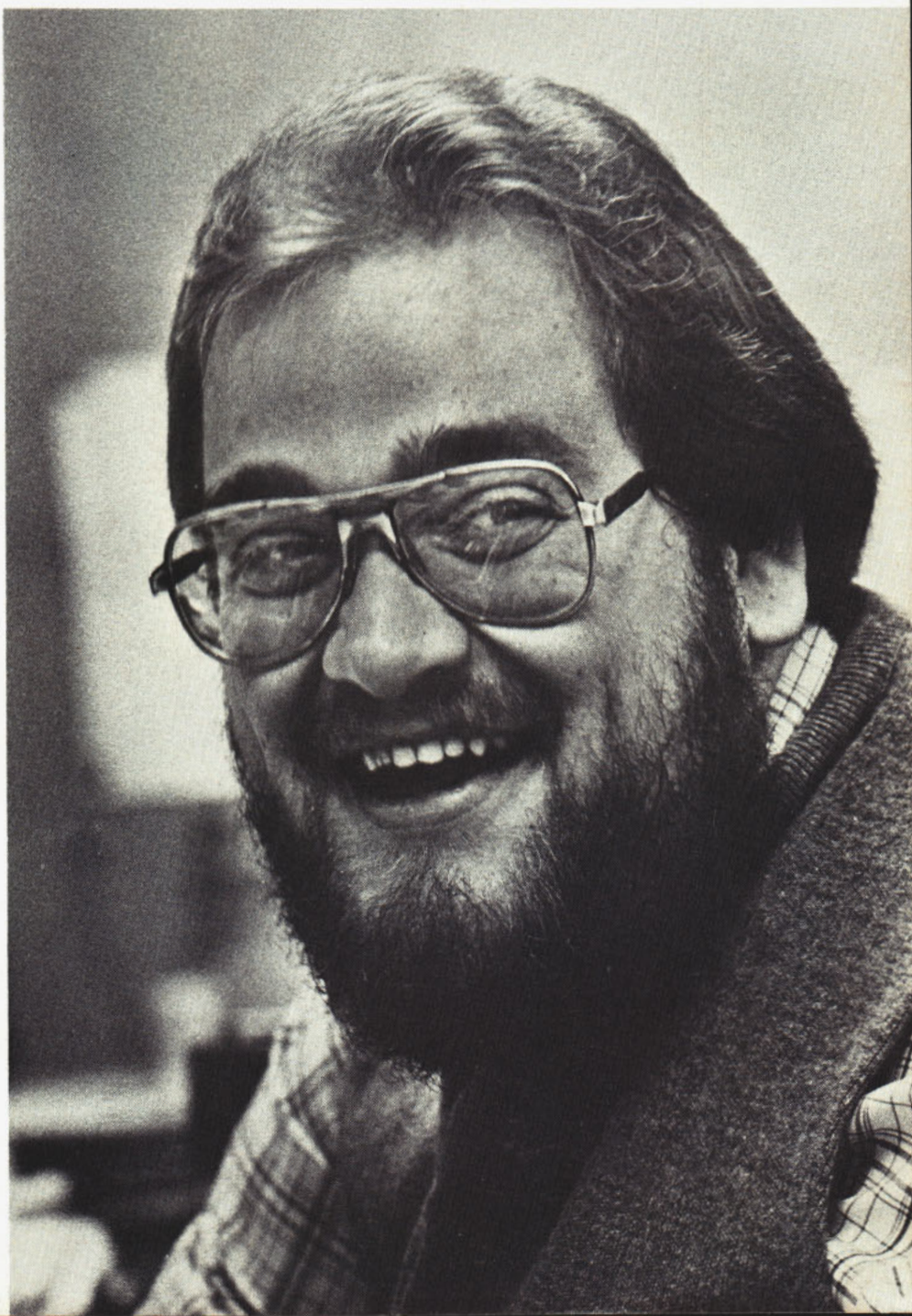
"I've always felt that if I wanted to do something badly enough I wasn't going to let my disability stop me," he said. "I knew I'd have to do some things differently and that it might take me longer, but I knew I could do anything I wanted."

Morningstar doesn't consider himself an exceptional person nor does he expect people to make exceptions for him. But he's also realistic about his needs. He realizes he may never attain complete independence. For him and thousands of other physically limited people, however, the road to independence is becoming shorter and shorter. A motorized wheelchair gives him a mobility that was unheard of for a quadriplegic only a few decades ago.

Thinking before acting has become a way of life for Morningstar. He accomplishes his daily tasks only after taking a hard look at the most efficient ways to do them, and he sees every task as a challenge.

"I think that looking at any circumstance as a challenge helps you accomplish what you want to do a lot easier," he said.

A great deal of Morningstar's success is a result of finding alternate ways of doing things. He learned to write with his teeth because gravity has more control of his hands than his muscles



W. Victor Morningstar is the Navy's Handicapped Civilian Employee of the Year for 1981 and one of 10 federal employees named Handicapped Federal Employee of the Year. Photo by PH1 Jim Preston.

do. And he hunts and shoots with a table attached to his wheelchair as a brace for heavy caliber weapons.

"I've always loved the outdoors and all the sports associated with it," he said. "So I've had to design ways to help me enjoy those sports. Designing gadgets to help me do things is also a pastime of mine, and it helps me keep busy, even if I can't actually pick up a screwdriver and do the work myself."

Morningstar's convictions and ambitions might seem strange to a person who can't see beyond a physical handicap. But Morningstar doesn't think of himself as a man in a wheelchair. He thinks of himself as a man who leads a life like most other men.

After his graduation from college, he worked with the Department of Game in Washington state for a few years and then returned to his native Pennsylvania to tend to family matters. While he was home he heard of the opening at the Fleet Material Support Center. A combination of his curiosity about computers, which he had nurtured since college, and a desire to stay in Pennsylvania led him to apply.

Morningstar doesn't hesitate to credit his co-workers for a good deal of his success. He admits that their cooperation and understanding have helped him overcome what he calls his low points.

"I'd be lying if I said I enjoy sitting here in this wheelchair every day. Yet I can't go around presenting that side of myself. Even though it's there, I'd much rather say I'm in this chair so let's go from there . . . what can I do with what I have while I'm here?"

William Yates remembers what it's like to run along the beach and swim in the ocean, but he'll never know those simple pleasures again. He considers himself fortunate though to have had the opportunity to do those things. And he believes many people don't realize there is a difference in attitudes among people born with a handicap and those who develop one later in life.

"Some people grow up knowing nothing else but what it's like to have a handicap," Yates said. "Others always have a memory of what can no longer be a part of their lives. I don't think people look at handicaps that way and that's just another thing that widens the communication gap between handicapped and non-handicapped people."

A physicist at the Systems Technology Department, Systems Evaluation Directorate at the Pacific Missile Test Center, Point Mugu, Calif., Yates is a polio victim who has been restricted to a wheelchair since 1954.

He is one of a legion of handicapped persons who has come to terms with what he calls a "physical inconvenience." He doesn't believe in self-pity or the pity non-handicapped people have for the disabled. Pity, according to Yates, can be as disabling as any physical inconvenience.

"Generally, there is second class citizenship attached to being handicapped," Yates said. "You can be seen as not being all there mentally because you're not all there physically. That's only because people don't understand what handicapped means. Or, they can't see beyond their own pity to try and understand."

Educating the non-handicapped about handicaps is the key to understanding and acceptance, according to Yates. He acknowledges that society has come a long way in recognizing the needs and attributes of the disabled, but he also believes handicapped people have had a big role in the advancements which have taken them from near obscurity to a point closer to society's mainstream.

Yates is chairperson of Point Mugu's architectural barrier committee, a subcommittee of the EEO Handicapped Program Committee (see p. 44), and is enthusiastic about the advancements which have been made for the handicapped at Mugu.

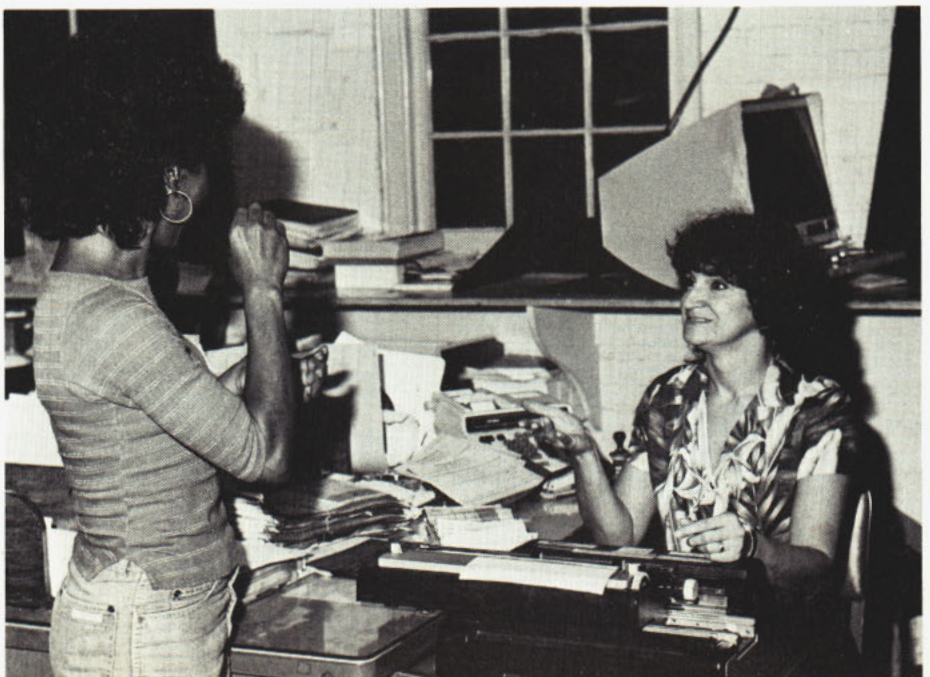
"I think this is the leading Navy base in the country as far as affirmative action for the handicapped is concerned," Yates said. "There's been a lot done here, and more is still to come in bettering the situation for the handicapped."

There are more than 200 handicapped employees identified among Point Mugu's approximately 3,600 civilian employees, a larger percentage than at most naval bases, according to Ed Sanders, Point Mugu's program manager for the handicapped.

Two years ago Sanders became the Navy's first full-time manager of a handicapped awareness program. He too believes Point Mugu is leading the Navy in affirmative action.

"The exerted effort to break down the attitudinal barriers about handicapped people began here at Point

Mary Ann Davidson (right), a clerk typist at the Naval Supply Center, Norfolk, Va., talks to a co-worker through sign language. Photo by James Lanning.



Mugu nearly seven years ago,'' Sanders said.

''Identified handicapped'' are those people who, through the use of medical surveys, have identified themselves as being handicapped to some degree. Although an estimated 35 million Americans have been so identified, Sanders pointed out that at Mugu, as in the rest of the country, many handicapped persons refuse to be identified because of the stereotype the name creates.

''The federal government defines a handicapped individual as a person who has a physical or mental condition or disorder which substantially limits one or more of that person's major life activities,'' Sanders said.

A major life activity is a function such as taking care of oneself, performing manual tasks, walking, hearing, seeing, breathing, learning and working—with a great deal of emphasis on the working ability.

Sanders, totally blinded by a hand grenade during the Korean conflict, is by legal standards severely handicapped. He became Point Mugu's program manager for the handicapped after working as a machinist at the Pacific Missile Test Center for more than 15 years.

''A lot of advancements have been made in handicapped awareness. But there are still barriers to overcome,'' Sanders said.

One of the biggest barriers is the lack of communication between handicapped and non-handicapped people. Total communication, talking to the person rather than to his or her handicap, is one way to bridge that gap, according to Sanders.

He said that to communicate with the handicapped person on a total basis, one should never ask another person a question that can be answered by the handicapped person. For example, if a person in a wheelchair and a non-handicapped person are talking and another person walks up, the third person will often address questions to the non-handicapped person.

'' 'So how's so and so doing? Is it difficult being in a wheelchair?' Those are questions some people usually direct to the non-handicapped individual. They should be directed to the handicapped person,'' Sanders said.

Mary Ann Davidson knows how important communication is for a physically limited person. Deaf since birth, Davidson has worked as a shipment clerk typist for the past eight years at the Naval Supply Center in Norfolk, Va. She is one of 20 deaf employees at the center, and while she admits being

Dave Capps leads his Scout troop in the Boy Scout Pledge. Working with his troop is one way Capps has of sharing his belief that all people deserve the right to a normal life. Photo by JO1 Lon Cabot.

a non-hearing person has its disadvantages, she doesn't believe she has a handicap.

Although she occasionally converses with the aid of the center's handicapped program coordinator, who is proficient in sign language, Davidson lip-reads and communicates on the job through the use of a teletype attachment on a telephone.

Married and the mother of four hearing children, she has no problem communicating with her family. Using sign language and her limited vocal ability, as well as a teletype device similar to the one she uses at work, Davidson believes she lives as normal a life as anyone else does.

"Once a person has come to grips with his or her handicap, others will, too," Davidson said. "But some people don't want to accept their limitations. That makes it much harder for others to accept their handicap and them, too. Without communication between handicapped and non-handicapped people, fear and bitterness will continue to divide the two."

Fear is one of the most destructive elements in the relationship between the two worlds. A person afraid of accepting a handicap can create barriers as easily as a non-handicapped person who is afraid to look beyond a physical or mental limitation to the handicapped person. Bitterness, as well, contributes to a lack of communication.

"Bitterness comes more through what is not said than what is said," explained Davidson. "People can feel bitterness through actions just as strongly as they can through words. In the case of the deaf and non-speaking, actions speak louder than words."

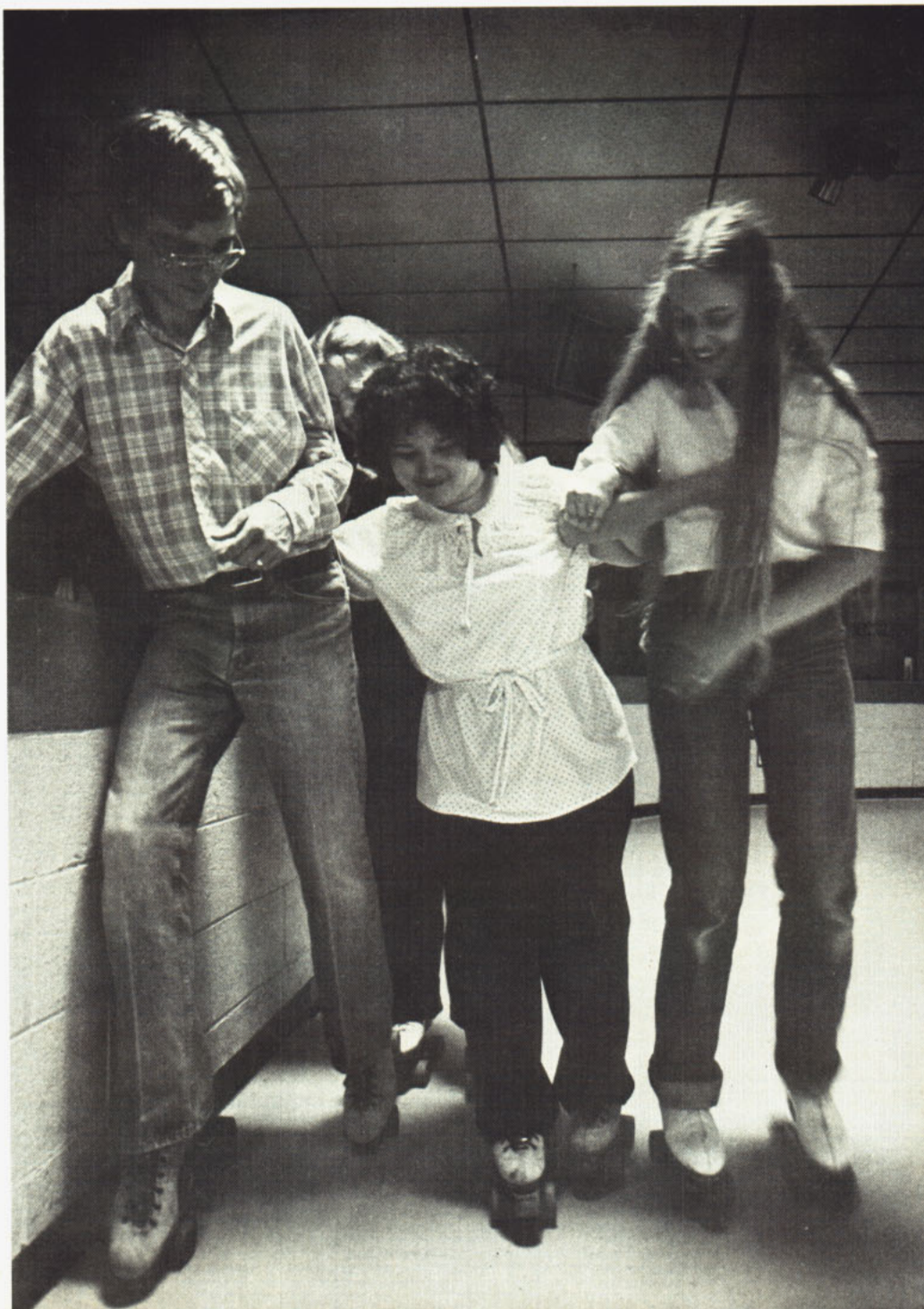
The loudest action for any handicapped person, but especially for the deaf, is being ignored. Although recently more and more people have become aware of the communication abilities of the deaf through highly publicized campaigns about sign language, others still find ignoring the deaf easier than trying to communicate with them.

But affirmative action programs for the handicapped—ranging from seminars on communication with the handicapped to informal classes in sign language—are making giant strides in bridging the communication gap and helping the handicapped become more outgoing.

Dave Capps believes being outgoing is a must for the handicapped. He sees it as the most effective way to improve communication between the handicapped and non-handicapped.

Although Capps, a contract administrator at the Norfolk Supply Center, is considered legally disabled—a Viet Cong bullet left him without the use of his left arm and leg—he shuns the label of disabled veteran.

"People have labels for everything and everyone," Capps said. "I don't



Joann Warden, who has had cerebral palsy since birth, says roller skating helps build up her leg muscles. With help from her husband, Dale, and a friend, Celia Hunsicker, she cautiously navigates a local roller rink. Photo by PH1 Ron Garrison.

consider myself handicapped or disabled. I am physically limited but so are a lot of other people. I can't fly; neither can they.

"I know there has to be some definition for people with physical or mental limitations," he said. "But I really believe that the names society gives to those people just adds to the general lack of understanding and acceptance of the limited person."

"Crippled" is probably the most painful tag society can drop on a physically or mentally limited person. Although by definition the word implies a disability or limitation, most handicapped (which is considered one of the more acceptable terms) people agree that the word "cripple" conjurs up the image of a subnormal person in many minds.

"Needless labels just add to the isolation," said Capps. "I know. I used to sit at home, take my medication and never think about the world around me, mainly because the labels made me feel sorry for myself. That's easy to do when you're physically limited.

"My wife, Gerry, helped me realize that emotional immobility only adds to the belief that a handicap makes you less than normal. So, I started getting out, getting involved."

Being involved includes working at the supply center and being a Scoutmaster for a group of 10 men of different ages who have a common bond —they are all mentally retarded.

"My work is satisfying because it shows me that I am self-sufficient. But the guys in the Scouts give me something more. I get a lot out of working with them. Helping them feel like they're a part of society—giving them meaning—gives me a good feeling. I also learn a lot about myself and about life when I'm with them."

Capps said he started working with his Scout troop to help fill a void in his life. Today, he feels that void no longer exists. He also hopes he can teach his

Programs for People

Educating people about the needs of the handicapped is an ongoing program throughout the Navy. Worldwide, many Navy commands have named coordinators to spearhead equal opportunity programs for the handicapped.

Three Navy commands which have instituted detailed programs and put them into full swing during this, the International Year of Disabled Persons, are the Pacific Missile Test Center at Point Mugu, Calif., the Naval Supply Center, Norfolk, Va., and the Naval Regional Data Automation Center in Washington, D.C.

Ed Sanders, manager of Point Mugu's program for the handicapped, credits Rear Admiral Fred H. Baughman, commander of the test center, with much of the progress made in handicapped awareness at the center.

"Admiral Baughman, like his predecessors, has been very supportive of the programs we have here," Sanders said. "Our program is so vast that we've formed three subcommittees to deal with the various areas that affect the handicapped employees here."

Patterned after the President's Committee for the Employment of the Handicapped, PMTC's program consists of an architectural barrier elimination subcommittee, an assistive devices subcommittee and a subcommittee on the mentally handicapped.

The architectural barrier elimination subcommittee at Point Mugu is currently conducting a study of all the architectural barriers on the base. When that study is completed, a booklet will be made available to handicapped employees so they will know what architectural barriers exist.

The assistive devices subcommittee is putting together a catalog of devices which have been designed to increase the effectiveness of handicapped employees.

"We haven't made the catalog available yet," Sanders said. "But it should provide useful information for employers and supervisors about devices that can help handicapped people become more efficient."

In addition to the subcommittees, PMTC is active in two national programs for the handicapped and participates in local job fairs and community action programs dealing with employment and advancement of the handicapped.

"We also have been working in conjunction with the U.S. Council of the International Year of Disabled Persons," Sanders said. "But the bottom line to everything we're doing here at PMTC is finding permanent employment for the handicapped. In doing so we're complimenting them, the nation and ourselves."

At the Norfolk Naval Base the Naval Supply Center employs more than 70 handicapped persons. To date, the supply center has taken action to eliminate many architectural barriers which have plagued the handicapped. In addition, the center has instituted an educational program to inform supervisors about the needs of the handicapped.

"We also offer a course in sign language for the employees here," said Mrs. Shirley Creeley, handicapped coordinator for the supply center. "We employ more than 20 deaf people here at the center, and offering that course gives other employees the opportunity to learn how to communicate with them. Getting to understand the needs and abilities of the handicapped is the

Scouts something it took him a long time to learn—how to survive in a society as an individual, free of the images associated with the terms such as retarded and handicapped.

Also employed by the Naval Supply Center in Norfolk, Joann and Dale Warden work together to combat the attitudinal barriers many handicapped people face. Born with cerebral palsy 25 years ago, Joann has never let it prevent her from leading a full and productive life. Dale has no physical handicap but said he understands well the alienation most handicapped people have to live with.

"We have no problem with the term handicapped," Dale said. "To paraphrase Will Rogers, I've never met anybody who wasn't handicapped. If you think about it, nearly everyone has a handicap whether it's physical, emotional, spiritual or mental."

The Wardens handle the obstacles by recognizing limitations and strengths in themselves as well as in others.

"Knowing I'm not as physically capable as others makes me try to excel mentally," Joann said. "I try to use my mind more by being as creative as I can. I always did well in school, and I know I work as well as anyone else could in my job. Attitudes, again, are the biggest problems I face."

Dale added, "We've found that people don't think about the problems you have as a physically or otherwise handicapped person."

"I think the term handicapped is just taken in the wrong perspective when it's used to describe a person," said Dale. "When you say handicapped in terms of a horse race, you're talking about a horse running with a recognized disadvantage because it's got more going for it than the other horses in the race.

"Maybe people should look at handicapped that way when it's applied to people."

—Story by JO1 Lon Cabot

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basis of our program."

Like many Navy commands, the supply center is trying to educate the non-handicapped so that those less fortunate are not faced with being stereotyped as social outcasts.

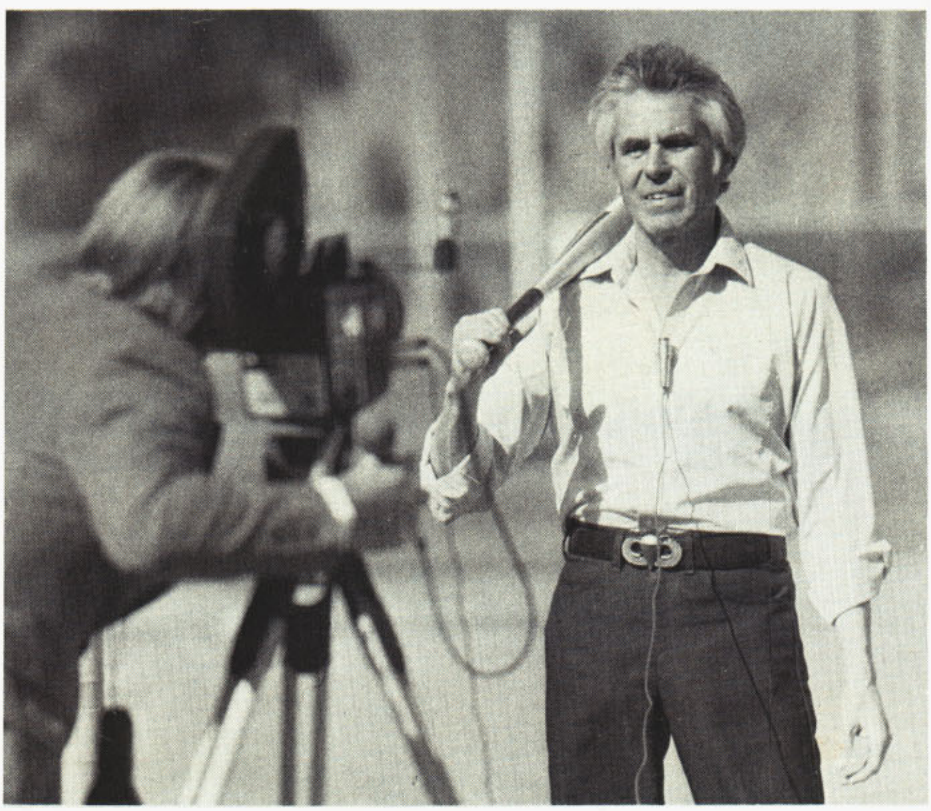
The Naval Regional Data Automation Center in Washington, D.C., is a small but active command when it comes to dealing with the needs of the handicapped. In addition to its program for the handicapped, which is closely aligned with community programs, the center has provided various devices which can increase efficiency and interest the handicapped have in their work.

One such device is an Optacon, which allows visually impaired persons to read print through a system of visual amplification. A camera passed over a printed document produces vibrations which the visually impaired feel as the raised print of the letters.

Other assistive devices are a light probe, which produces audible signals when a telephone rings or when it is in use; a telephone which executes messages through a teletype system for deaf and hearing impaired individuals; a Braille writer, a keyboard to form Braille letters; and a code-o-phone, which translates a telephone message into print that can be read by the hearing impaired or deaf.

These three commands provide examples of the positive steps commands throughout the Navy are taking to meet the needs of the handicapped. Those few who might ask why such an effort is being exerted to meet those needs would do well to listen to the words of Captain Paul N. Pfeiffer, commanding officer of the data automation center: "The greatest danger the disabled must face is not that they will lose their earning power but that they may in boredom, apathy and despair lose the awareness of their own worth and dignity."

If one Navy command prevents that from happening, even the smallest effort will be worthwhile.



Ed Sanders poses for television cameras after an exhibition "beep ball" game, a version of baseball played by blind and sight impaired individuals. Point Mugu instituted a beep ball program earlier this year for its handicapped employees. Photo by JO2 Dallas Bellamy.

Currents

New System Implemented for Overseas Housing Allowances

The Secretary of Defense has approved a new concept for the payment of overseas housing costs called Rent Plus. The Rent Plus system will reimburse members for the actual cost of lodging plus utilities up to a maximum ceiling. The ceilings will be prescribed by paygrade based on the actual housing costs experienced in that area. The new system began on July 1 and will be phased in over the next 12 months. People already overseas prior to the effective date of Rent Plus in their geographic area will be given the option of being "grandfathered" under the old system. "Grandfathered" members may exercise the option of continuing to draw their current housing allowance in lieu of converting to the Rent Plus system. Members who do not change residence will be afforded this option for four years from the effective date of country implementation. "Grandfathered" members may elect to shift to Rent Plus at any time during their tour. In addition to actual rent, a member will be reimbursed an average rate for utilities and for move-in/move-out expenses for an area. Accompanied members will receive the full average utility value. Unaccompanied personnel will receive 75 percent of the average utility rate. The new Rent Plus concept is a significant improvement for reimbursing overseas housing costs based on actual rather than average rent. More information may be obtained in NAVOP 118/81.

Navy Proposes Plan for More Efficient Commissary Stores

The Navy has submitted a proposed plan to the Defense Department that would result in the more efficient operation of commissary stores and save about 21 percent of the money Congress appropriates each year for their support. The proposal would have no effect on the prices charged to customers, would leave current industry relationships unchanged and would ensure the continued support of a vital benefit to service members and their families. The Navy plan calls for the gradual conversion of commissary store employees from the present civil service employees to contract government employees. The savings in commissary store operations would come about because the wage scale for contract employees is less than the wage scale used to compute salaries for civil service employees. If approved, the Navy proposal would be phased in over a period of at least two years in order that most of the conversion could be accomplished by normal attrition, thus minimizing the impact on current commissary store employees. Those employees not desiring to convert to contract government employment would be given all possible assistance in attaining other civil service positions. In response to a request from the Office of Management and Budget to improve commissary store operations, the Army is testing a plan at two of its stores during fiscal year 1982 which involves the contracting out of various commissary store functions to outside commercial agencies. The Navy proposed its plan of converting to contract government workers as an alternative. The Navy plan would preserve the more than 1,200 enlisted sea/shore rotation billets which would be disestablished if the other plan were accepted.

FY 82 Assignment of Women to Ships

In a recent message to fleet commanders, the Navy announced its plan for the assignment of women to ships during fiscal year 1982. The plan calls for the assignment of 78 women officers, primarily as replacement for women officers rotating ashore, and the addition of 824 enlisted women. By the end of FY 82, there will be 161 women officers and 1,895 enlisted women on sea duty. By the end of FY 82, 169 women officers will be serving on board 31 ships with 2,719 enlisted women serving on 22 of those same ships. Ships which will receive enlisted women for the first time include USS *Hector* (AR 7), USS *Yosemite* (AD 19), USS *Prairie* (AD 15), USS *Sierra* (AD 18) and USS *Cape Cod* (AD 43). *Cape Cod* and USNS *Harkness* (TAGS 32) are new additions to the program for women officers. USS *Samuel Gompers* (AD 37), USS *Simon Lake* (AS 33) and USS *Jason* (AR 8), which already have women on board, are scheduled to have a second increment of women assigned.

BAS and Subsistence-in-kind for Enlisted on TAD Approved

Effective Sept. 19, enlisted members who were currently entitled to basic allowance for subsistence while on temporary duty orders will no longer be charged for meals in Navy enlisted dining facilities. This is a result of a recent interpretation of existing laws and the BAS amendment to the Defense Officer Personnel Management Act which provided for the payment of BAS for enlisted members on temporary duty. On or after Sept. 19, these members will be entitled to BAS at the ComRats level of $3.94 per day, as well as subsistence-in-kind. People not eligible include those people TAD/TDY to field duty or sea duty, to alcohol/drug rehabilitation centers, confinement, in the vicinity of the permanent duty station or prior to assignment of a permanent duty station. The BAS amendment to DOPMA was provided to equalize entitlements between officers and enlisted members when performing TAD/TDY.

Two Receive 1981 Leadership Award

The 1981 Vice Admiral James B. Stockdale Leadership Award has been presented to Commander John J. Coonan and Commander Philip M. Quast. The award was established in honor of retired Vice Admiral James B. Stockdale, whose naval career symbolized the highest standards of excellence in personal example and leadership. The annual award is presented to two naval officers below the rank of captain—one assigned to an Atlantic Fleet command and one assigned to a Pacific Fleet command—who are actually serving in command of a single ship, submarine or aviation squadron. Coonan is the commanding officer of VA-15, an Atlantic Fleet command, homebased at Naval Air Station Cecil Field, Fla. Quast served as the commanding officer of USS *Benjamin Stoddert* (DDG 22) at the time of his nomination. *Stoddert* is a Pacific Fleet unit homeported in Pearl Harbor, Hawaii. Candidates are nominated only by peers, who themselves must be eligible for the award. The 1981 selectees were the first recipients of the award.

Mail Buoy

Cover Photo

SIR: Now that I have recovered from the intense shock of being selected for the July 1981 cover of All Hands, I would like to thank PH2 Bob Hamilton for shooting such an excellent photo. I would also like to send my appreciation to the staff of All Hands for selecting that same photo for the cover photograph.

I have received many encouraging words from the people I work with on board *Texas* at my recent celebrity status. I am at a loss as to what to tell my shipmates, though, when they ask when the photo was taken. I would greatly appreciate information, if at all possible, as to when the shooting took place.—MM1 Harry B. Giles

• *Thanks for acknowledging your "cover" status with All Hands—needless to say, the shot was a natural and we were proud to run it. Normally, our covers tie in with a feature inside the book, but this one, with the flag and all, fairly screamed patriotism, the Fourth of July, mom's apple pie and all that kind of thing. By now, too, you've gotten over the shock of being featured on this year's Navy Birthday poster—courtesy of the same command that produces All Hands. Now we have to hope that you stay in the Navy instead of heading for Hollywood and a modeling job.*

PH2 Bob Hamilton, in Norfolk, Va., on May 30, 1980, to cover the homecoming of Texas, *spotted you on the fantail and got off a couple of fast frames without your knowing it. Never fails—the unposed candids always make the best shots, especially when all the elements are just right, such as lighting, color and, of course, the subject.*—ED.

Creases

SIR: Your magazine has always been an excellent source of information since I can remember, but your cover picture (August 1981) might have added to the confusion that some sailors (new ones) have about the jumper style uniform. The sailor on the cover is wearing fore and aft creases on his pants!!!—RM1 Jose Santos Deleon Jr.

• *Sometimes we seem to be too deep in the forest to notice the tree right in front of us—the fore and aft creases in the young man's trousers completely escaped us.*—ED.

Still a Blend

SIR: In regards to the August 1981 issue, we're told by Lt. David Blake on page 13 that USS *Kidd* blends the systems technology of the *Virginia*-class cruiser and the structural design of the *Spruance*-class destroyer. Then on page 19 All Hands states that the DDG 993-class ship combines weaponry technology from *Spruance* and structural design from *Virginia*. Quien sabe?—Lt. Desmond W. Fretz

• *There seems to have been a lapse of memory in our Kidd story; these things sometimes happen in related stories. Still, it was a good catch on your part.*—ED.

Stern Shots

SIR: Your July 1981 "Stern Shots" stirred a bit of controversy within the Royal Australian Navy (RAN). I decided to have an office contest to find out who knew the most about brushes.

The contestants ranged from an active duty RAN commander through a number of retired RAN CPOs to our able secretary. The winner named all the brushes correctly and most of the losers mixed up number 4 and 5.

The losers say that number 4 is a fitch and number 5 is a sash tool. All Hands says the opposite—Lt. Cmdr. John R. Cummings

• *We know not what other navies call their brushes, but All Hands sticks to its guns—and its Stern Shots. The quiz was taken from the U.S. Navy's Rate Training Manual for the boatswain's mate rate. We admit that our art presentation is not dimensional and was not rendered with infinite detail, but our Stern Shots brushes do match those in the manual. Even so, both brushes—fitch and sash—are used for painting small surfaces.*—ED.

Old Salts

SIR: I simply had to write and express to you how much I enjoyed your article on the "Famous Old Salts" (Spirits of 1888). It definitely gave me some self pride in what I, along with many others in the U.S. Navy, have almost completely forgotten about and that is what has made the U.S. Navy what it is today—the "Famous Old Salts" of yesteryear.—YN2 Bill Lynch

Reunions

• **USS Archerfish (SSN 678)**—Reunion and 10th anniversary of commissioning, Dec. 17, 1981, in Niantic, Conn. Contact FTG1 Rivelli, Autovon 241-3125 or, if the ship is not in port, John Carcioppolo, 119 Proteus Ave., Groton, Conn. 06340; telephone (203) 449-1976 *by Dec. 1, 1981.*

• **VPB-216 (PBM) 1943-1944**—Reunion May 6, 1982, in Anaheim, Calif., in conjunction with the Association of Naval Aviation Inc.'s convention. Contact Bob Smith, 6468 West 85 Place, Los Angeles, Calif. 90045; telephone (213) 645-1791 or Dick Gingrich, 468 E. Baltimore St., Greencastle, Pa. 17225; telephone (717) 597-8250 *by Dec. 15, 1981.*

• **USS Ammen (DD 527) 1951-1955**—Reunion planned. Contact UT1 Bob St. Germain, Navy Recruiting Station, Pleasant Valley Shopping Center, Pleasant Valley Blvd., Altoona, Pa. 16602; telephone (814) 943-7902 or (814) 669-9103.

• **USS Belknap (DD 251, APD 34)**—Reunion being organized for next summer in Norfolk, Va. Contact Paul J. Eisenman, 1611 Silver Lake Ave., Cuyahoga Falls, Ohio 44223.

• **USS Barnett (APA 5)**—For reunion information, contact John E. Kolstad, 2213 Ming Ave., Bakersfield, Calif. 93304; telephone (805) 831-6038 or F. Joe Bellardo, 215 State St., Jamestown, N.Y. 14701.

• **VPB-203 (PBM) World War II**—Former members sought for reunion. Contact Capt. David M. Burns, USN (Ret.), 340-A Pine Ridge Drive, Whispering Pines, N.C. 28327.

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DISTRIBUTION: All Hands is distributed to all Navy activities on the Standard Navy Distribution List on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities is effected by the Commandant.

PERSONAL COPIES: The magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402. The rate for All Hands is $1.50 per copy, subscription price is $18 a year, domestic (including FPO and APO address for overseas mail); $22.50, foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office.

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For more information on these benefits and many more that benefit all personnel, see your career counselor for all the facts.

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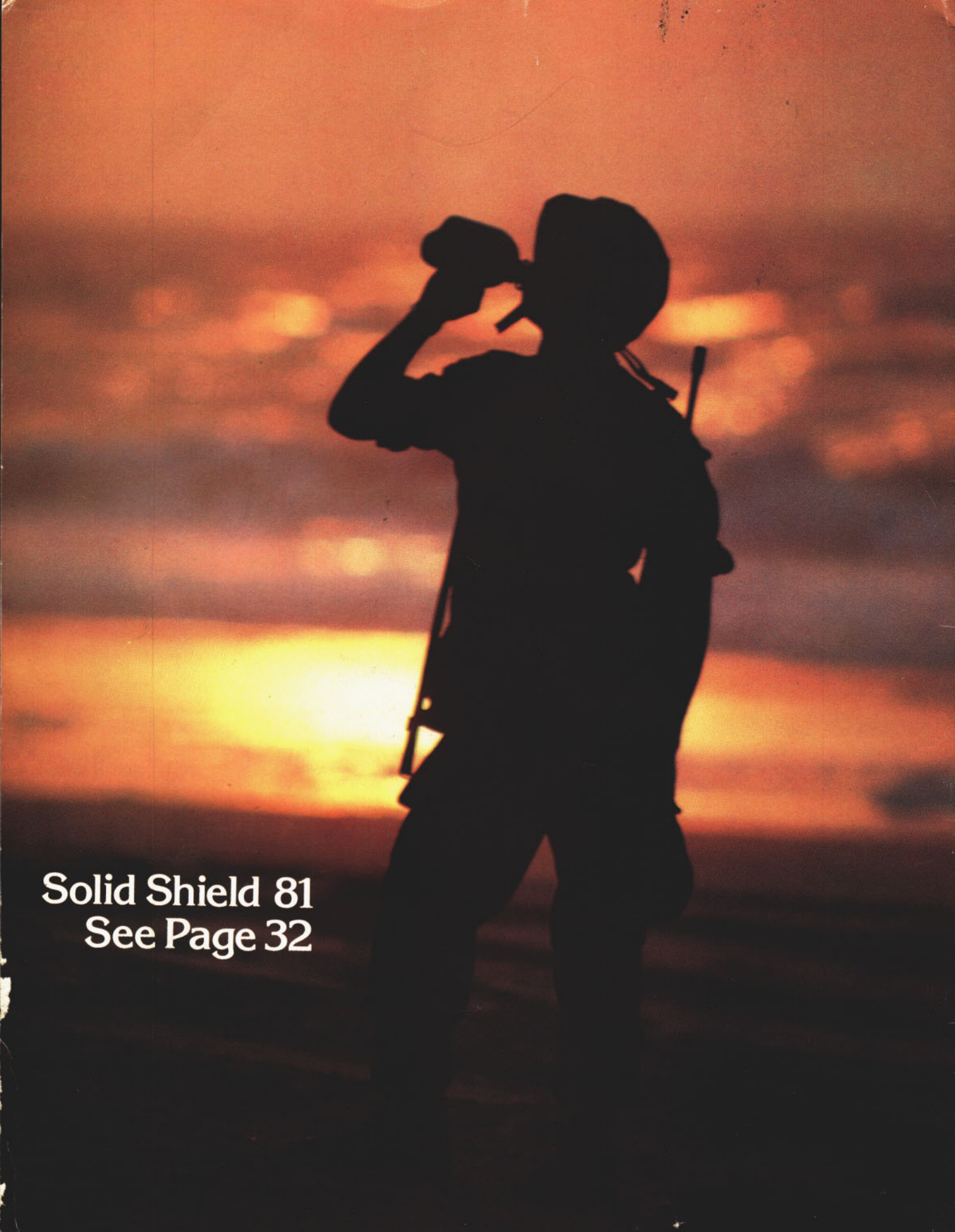
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